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IOWA STORIES

BOOK TWO



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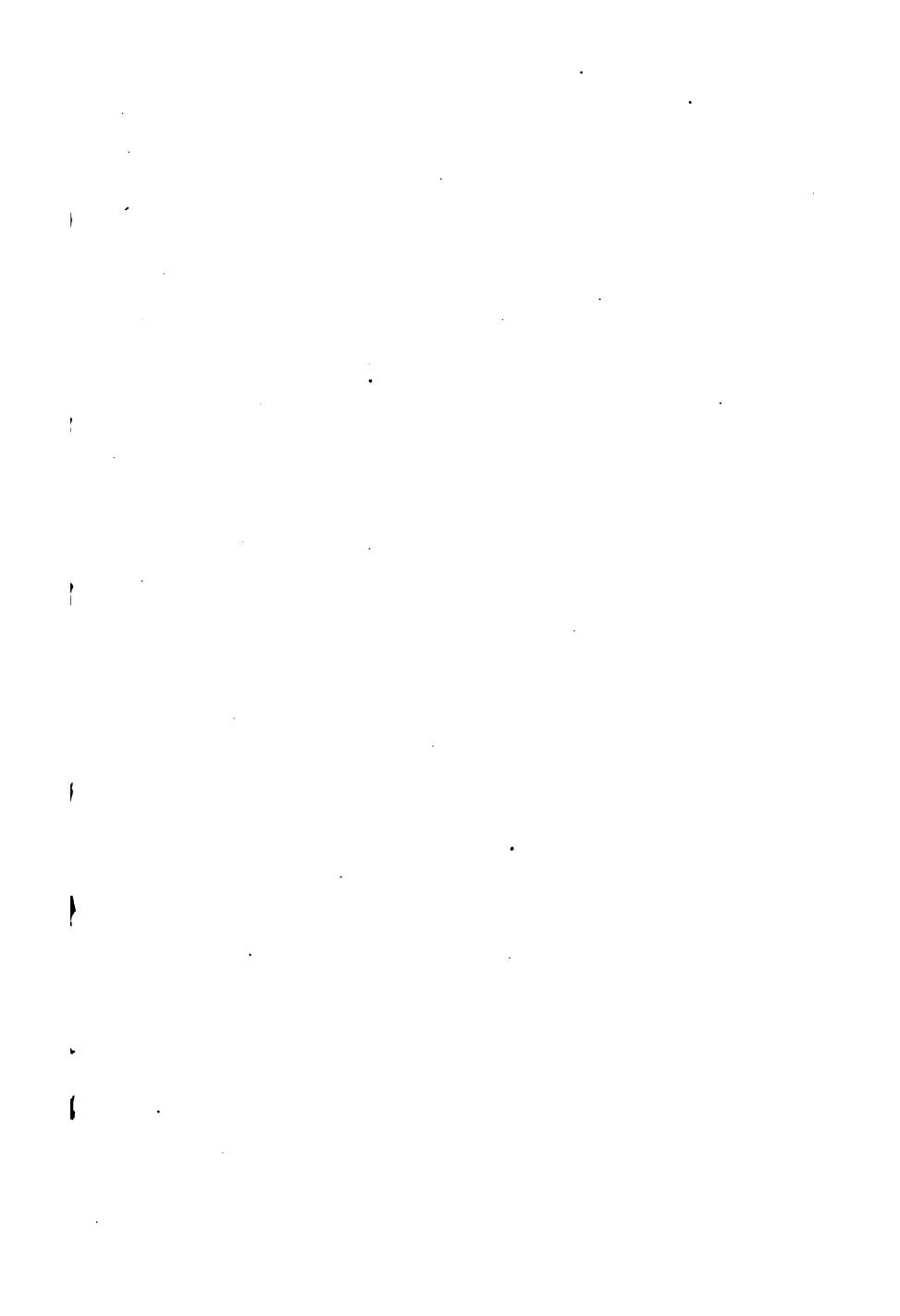


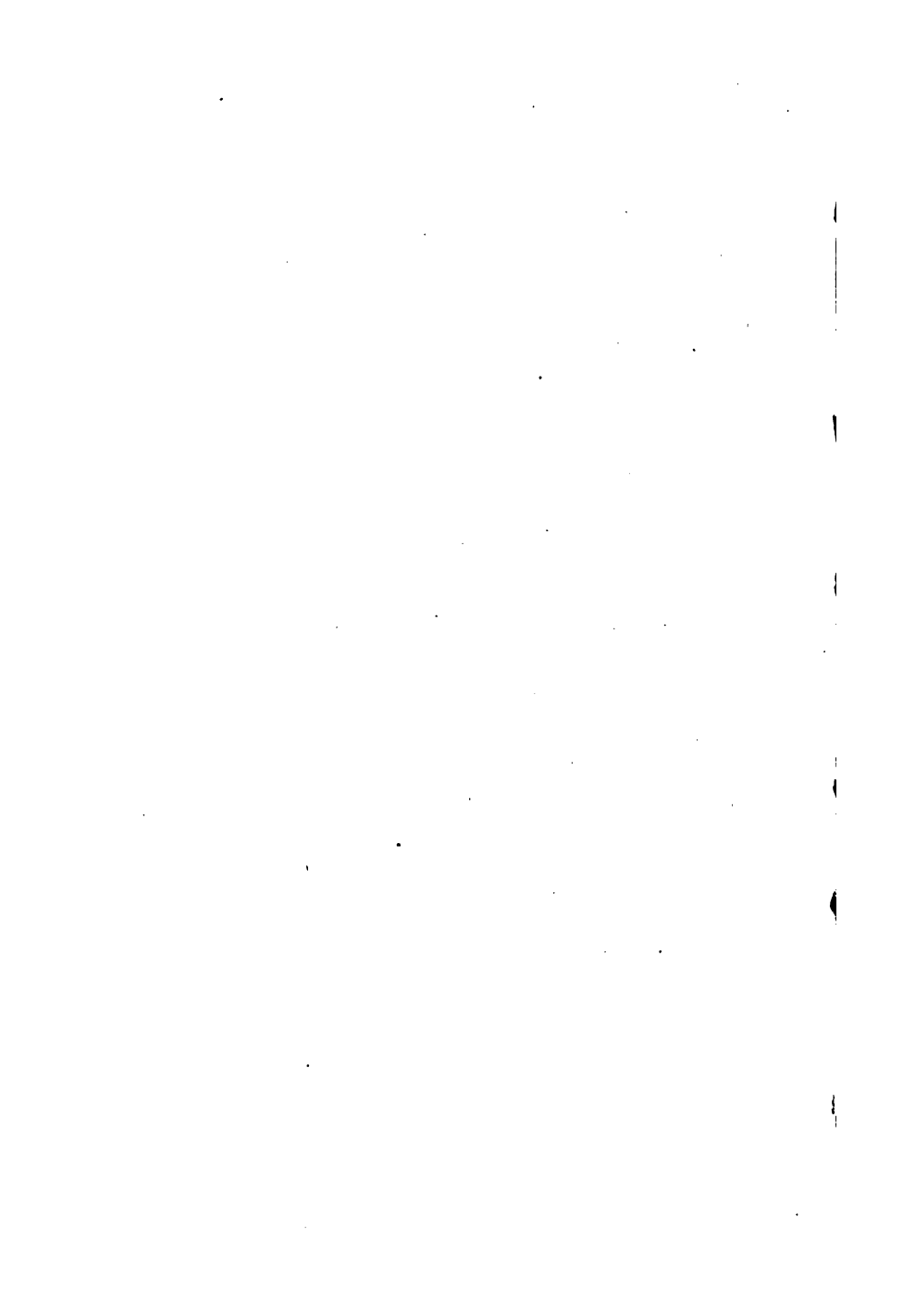
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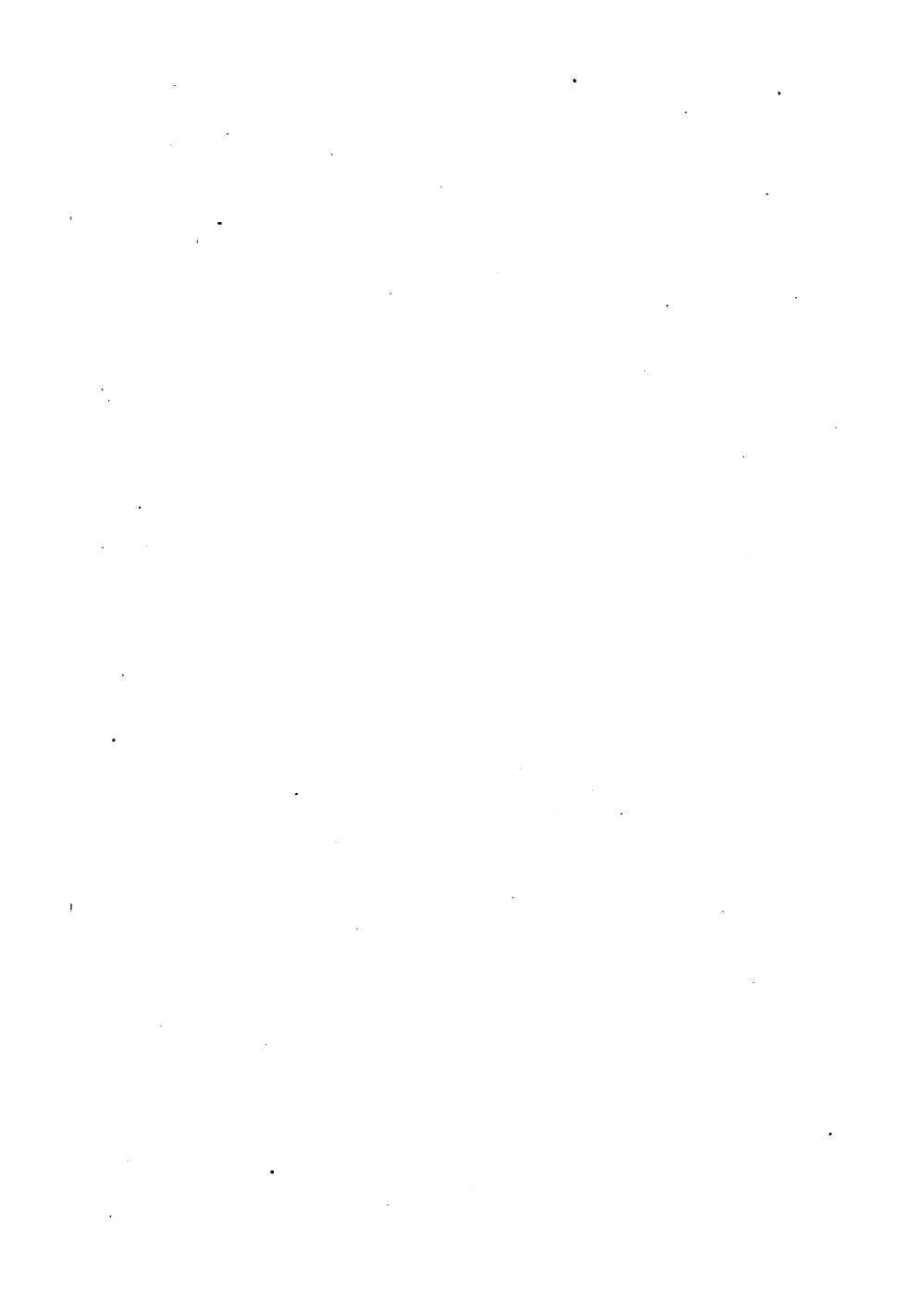
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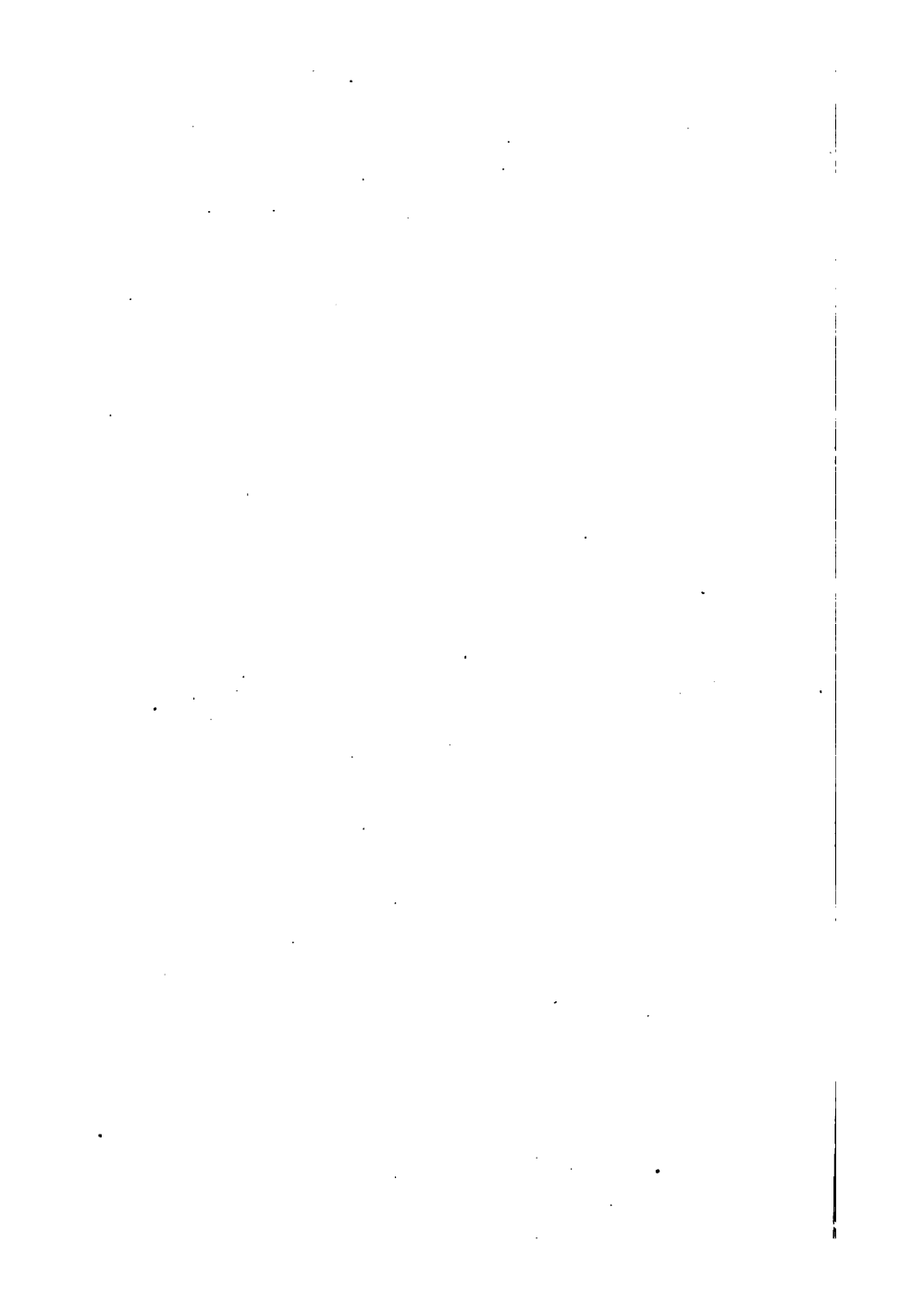
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IOWA STORIES

BOOK TWO

**BY
CLARENCE RAY AURNER**

SECOND EDITION

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PREFACE

This volume is designed to continue *Book One* and to interest the young reader in the origin and organization of his own State. The material has been arranged with that end in view.

If it is thought advisable, the chapter on county organization may be passed, and then brought up after some of the chapters following have been read. It falls naturally where it is placed, and it should be readily understood when a State map with county boundaries well marked out is used in connection. The author has selected such details as in his judgment are best suited to arouse an interest in what may be called the State's claim to historical consideration in the grades of the public schools.

In the preparation of this volume many favors have been received from associates, and friends in different sections of the State. Their coöperation and assistance have been greatly appreciated.

C. R. A.

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I

WHEN IOWA WAS WITHOUT A NAME

When the first settlers crossed the Mississippi they came into a country which had not yet been named. Indeed, the present boundaries of our State had not even been thought of, and they were not fixed until 1846. Before that time many things had happened which one must know, in order to become acquainted with the beginnings of Iowa history.

All of us understand that there are laws which we must obey. Everywhere we go we come upon this fact, although no one really notices that there are laws unless he breaks one or undertakes some business which must be done in definite legal ways. But when the settlers were first allowed (in 1833) to claim the land west of the Mississippi where our State is now, they found a very unusual state of things; there were no laws by which they

could carry on common business, or punish men for doing wrong. It was necessary, then, for them to agree upon laws which they could make among themselves until the government of the United States could arrange otherwise.

To show how this part of the new land came to be without such laws, we shall need to go still farther back in our story. Now all this country west of the Mississippi as far as the Rocky Mountains was first claimed by France; then it belonged to Spain, and again in 1800 to France. In 1803 the United States bought it from France. These changes would make a long story if fully told; but the whole account is written out in histories of the United States. This large territory was known afterward as the Louisiana Purchase because it had been called Louisiana. If there were any white men then in this part of the Louisiana Purchase, they were governed by the same laws as those in the most distant part of it. It was not long until the large territory was divided, and for a number of years the part which now belongs to Iowa

was under the same laws as Missouri. By and by Missouri became a State and the part of the Louisiana Purchase north of that state was left without any laws except such as were passed by the Congress of the United States for the government of the entire territory. But Congress does not make the laws by which people carry on the greater part of their daily occupations; that is buy and sell, build cities and schools, lay out roads, build bridges, and do a hundred other things which are mentioned in the big books where the laws are found.

From 1821 to 1834 no local laws were made for this part of the Louisiana purchase. No doubt the few white men who happened to be in this region before it was lawfully opened to settlers in 1833 were not caring very much about any kind of law; but when men came to make homes and to begin a new territory or state they had to behave according to some rule and not as each one might decide for himself. And so in 1834 Congress passed a law which attached all this part of the Louisiana Purchase which lay north of Missouri

and which extended westward to the Missouri River and northward to Canada to the Territory of Michigan. That action meant that when there was a law for holding an election or for doing anything in a county, a township, or a city in Michigan, the same law would be obeyed in this new country west of the Mississippi. At the same time it should be remembered that Michigan included the present State of Wisconsin and joined the present Iowa at the Mississippi. And, as we shall soon see, the Iowa country was also for two years under the same laws as the Territory of Wisconsin, after it was set off from the Territory of Michigan. Among the first acts of the law-makers of Michigan was the making of two counties out of all the land lying in the part that is now Iowa and extending as far as the Indians had given it up to the United States. These counties were named Dubuque and Des Moines (as spelled then); the first was north of a line running west from a point on the Mississippi near where Davenport is now, and the other lay south of that line to the Missouri boundary.

Both of them extended as far west as the Indian land boundary. There were other laws which required men to hold an election for officers in these counties; and there was little delay in doing as the government of the Territory of Michigan had directed. The officers to be chosen were named in the law and from that time there was no longer any trouble about the way business should be conducted in the counties. There must have been good citizens in these new counties, since they acted so promptly in calling the elections.

These two counties — Dubuque and De-moine — took in all the land that had been given up by the Sac and Fox Indians in 1832 just west of the Mississippi (See map, p. 163, part marked 1832). If they are compared to the counties now in that same part of the State it will be seen that they were very large. But there were few people at that time and smaller divisions would not be made until there were more settlers. Besides, it should be said that each of these counties was also called one township — Julien Township

in Dubuque County and Flint Hill Township (as the law of Michigan said) in Des Moines County. But we shall learn more about these townships in another chapter. Here it is only needful to say that both county and township officers were chosen at the first election in the new settlements. It was June 28, 1834 that Congress put this new territory under the care of Michigan; and in September of the same year the two counties were established. In making such large counties (each one a single township) the legislature of Michigan was doing for the new country just what it had done for the home Territory of Michigan. But it is believed that the two townships of Julien and Flint Hill were the very first of such local government divisions west of the Mississippi River.

In Dubuque County the town of Dubuque became the "seat of government", or the county seat, as men are accustomed to call the county capital today. In Des Moines County the town of Burlington became not only the county seat, but also within a short time, as will be seen, the capital of a new territory.

If one is interested in the real, first records of some of these events, let him examine the books in the office of the county auditor at Burlington or at Dubuque. Or if one wishes to look into certain historical facts in any county he will find them in the office of the auditor.

As early as September, 1835, there was a meeting of the county board of supervisors in Demoine County. They, the three men, came together at the home of Mr. William R. Ross; and it should be remembered always that they were acting under the laws of Michigan. It seems, according to the records in the office of the county auditor at Burlington, that Mr. W. W. Chapman had been sent to Galena, Illinois, to get a copy of the laws of Michigan in order that the three men who were to carry on the business for the county might know how to do so. How he happened to get these laws in Illinois does not matter; but it is certain that it cost the county twenty-five dollars to secure the book, since that amount was allowed for the trip. It was not until May, 1836, that the first record was

made of a meeting of the board of supervisors in Dubuque County. As to the place of meeting in either county, it will be seen that there were no public buildings for the use of the officers. Any private house might be used until a time should come when counties could afford to construct court houses. To be sure, the owner of the house would be paid for the use of it.

For only about two years did Michigan officials have authority over this country beyond the Mississippi. In 1836 a part of the large Territory of Michigan became a state and the rest of it was made into a new territory called Wisconsin. The new division took in all of the territory which had been attached to Michigan, and after July 4, 1836, therefore, the laws of Wisconsin were over the part which lay west of the river. For one year, perhaps, the capital of the new Territory of Wisconsin was east of the Mississippi (at Belmont), and men were sent there from this side of the river to help make the laws; then the capital was moved to Burlington and men came from east of the

river to help make the laws. It would be very hard now for us to say "Burlington, Wisconsin Territory". But in many of the old county records in the eastern part of Iowa it would be easy to find the letters



OLD ZION CHURCH—MEETING PLACE OF THE FIRST
LEGISLATURE OF THE TERRITORY OF IOWA
NOVEMBER 12, 1838, AT BURLINGTON

"W. T." which stand for Wisconsin Territory. Indeed, one may read right along in some old books and come to the place where the clerk changed from "W. T." to "I. T." — that is from Wisconsin Territory to Iowa Territory. Or the earliest record in Des Moines County would have "M. T." which,

one will see at once, stands for Michigan Territory. But there are places where the clerk forgot to change his reading and wrote "W. T." after the time had come to write Iowa Territory. His habits were so fixed that it was hard to change them.

It was only two years after the Territory of Wisconsin had been set apart that another new territory was made out of the part which lay beyond the Mississippi, and it was called the Territory of Iowa. There had been an Iowa County in the Territory of Michigan which was continued later in Wisconsin, so that the name had been long in use. Besides, the name, which is an Indian one, had been given to a river of the region. From July 4, 1838, the Territory of Iowa had its own laws and its own officers. It could now act as an independent territory; it had its own capital at Burlington, and the Wisconsin men who had come to that city to help make laws came no more. They met on the other side of the Mississippi at a new capital. Thus the real history of Iowa under its own government begins with July 4, 1838.

II

MANY COUNTIES IN PLACE OF TWO

Neither of the two large counties—Dubuque and Des Moines—which had been formed west of the Mississippi by the law of Michigan in 1834, was changed in any way until late in 1836. By that time, as already mentioned in the first chapter, they had come under the control of the Territory of Wisconsin. But during the two years which had passed the settlers had begun to fill the eastern part of the present State of Iowa, and smaller divisions could be made as they probably wished. It was not possible when counties were so large to manage all the business connected with the laying out of roads, the collecting of taxes, and a great many other things. By a law of Wisconsin, therefore, Des Moines County was made into seven divisions and each one, of course, was given a name; and the next year Dubuque County

was divided into fourteen new counties. In each instance the old names of Des Moines and Dubuque were kept; the first came to be spelled Des Moines. At the same time the county seat towns of those counties were not changed. Thus we have today the very counties and towns and even townships which the Michigan law named in 1834.

Very few persons, probably, have any acquaintance with the arrangement of the new counties as they were formed. As they were set apart, they sometimes had too few settlers to be organized (that is to have officers) at once so that they were joined to other counties; just as the territories of Wisconsin and Iowa had been attached to Michigan. For example, the county of Clayton was laid out north of Dubuque County and its county seat town had the pretty name of Prairie La Porte. But that town is no longer on the map, since Guttenberg has taken its place. It is not strange that many of the early names are French because at an early day, before the United States owned this land called Iowa, there were many French in

that part of the Louisiana Purchase. When Clayton County was formed, Fayette County was north and west of it and Fayette boundaries extended to the limits of the Indian land. Delaware and Buchanan Counties were joined to Dubuque for the purpose of government and so they had no county seat towns. In Jackson County Bellevue was the seat of government, and to that county Jones, and Linn, and Benton counties were attached. It will be seen that the officers in Jackson County had to attend to the duties belonging to the four counties.

Clinton County was to be joined to Scott County; and the county seat town was to be either Davenport or Rockingham, as the voters might decide. Rockingham was some distance south of Davenport and for some time it was a rival of that city. Before the contest was finally decided, it became very exciting and more than one election was held to settle the question. At the first election held in 1838 the voters were to come to the hotel of Mr. H. W. Higgins at the town of Rockingham, at the hotel of Mr. John H.

McGregor at Davenport, and at two private houses in the county. At these four places all the voters of the present county of Scott were to assemble on a certain day. It has been said that many who had no right to vote at all were brought in so that the election was not considered lawful. In fact, there were lawless men who did not care which place was selected, if they were paid for the voting. Such things have happened very often since then, although it has been made much harder for any one to vote unlawfully. The decision in Scott County was finally made in favor of Davenport.

That was only one of very many battles with votes over the location of the county seat town in the new counties. For example, when Clinton County was separated from Scott County, the voters again were to decide between Lyons and Camanche; and in Cedar County between the old town of Rochester, and Tipton, a new place staked out on the prairie and having no houses at all. Sometime before the big county of Dubuque had been divided, the town of Rochester had

sprung up on the Cedar River. It was settled in 1836 and the people were certain that it would become a great city like the one in



OLD COURTHOUSE, ROCHESTER

the state of New York for which it had been named. Of course, it expected to become the county seat; and yet the voters decided on the new town far away from the Cedar River.

Even today there is an old building at Rochester which people who know call the court house. In fact, all the houses there are so old-fashioned that the place is very interesting.

West of Cedar the first new county was Johnson, and beyond it was the county of Keokuk. Both of these were attached, or joined, to Cedar County in order to have officers who would attend to any business there until these counties had elections of their own. At the present time it is not quite clear how any county could have been laid out west of Johnson, since all west of that was yet (in 1837) Indian land. Indeed, the land there was not given up until 1842. Perhaps the men who made the law did not know just where the line dividing the Indian lands from those of the white men was. (See map, p. 163, part marked 1837.)

In January, 1838, the old county of Des Moines, which had been divided into seven others in 1836, was rearranged and a county which had been named Cook was left out. At the same time Fort Madison became the coun-

ty seat of Lee County; while in Van Buren County the voters were to decide the whole question. Henry County had its capital at Mount Pleasant, and all the country lying west of that county, even to the Indian lands, was to be under its care. Lower Wapello was named in the territorial law as the seat of government of Louisa County, and Bloomington (the old name of Muscatine until 1849) of "Musquitine", or Muscatine County. The last of the seven counties made from the one large one of Des Moines was called Slaughter, and its county seat town was Astoria. But it was not long until this was changed to Washington County with a town Washington as the county town. Now one cannot find the old name of Astoria upon the map of Iowa. Like a great many towns of the kind, it was, as they say, only on paper; and that means it was just laid out and never built. One might mention hundreds of such places in a new state. The county of Washington had to look after all the land lying west of it just as did Henry County. To be sure, as soon as there were settlers enough there would be

other new counties in this part of the Territory of Iowa.

When the two large counties (Dubuque and Des Moines) were divided into the smaller ones, it was expected that each of the new divisions would pay its part of the debt that the old county owed; just as groups of men, for example, would agree to share in the cost of some service for all of them taken together. But counties do not feel as men do, and not all of them responded to the call of the officers of the old counties when they were asked to pay up. One might go to the court house in Dubuque and find at the office of the county auditor the exact amount which each of the fourteen counties owed as its share of the old debt. Again, in Cedar County there is another record to show that a man had been sent from Dubuque to collect the money. But Cedar County refused to pay its share; perhaps it had no money. Later the county of Cedar had trouble of its own in getting the county of Johnson which had been attached to it, as already pointed out, to pay its share of the taxes to carry on the county business;

and yet the amount was so little it was hardly worth collecting. At that time taxes were very small, for very few men had much property; but it was probably as difficult to pay a few cents then as it is now to pay as many dollars.



A HORSE FERRY

In 1840 Benton County, which had been joined to Jackson since 1837, was put under the care of the recently organized county of Linn. In 1844 the counties of Keokuk and Mahaska were given offices of their own, and the land west of Mahaska as far as the Indian country — a long distance at that time — was attached to it. It will be remembered that in *Iowa Stories, Book One* (p. 40), it was said that a ferry which was running

across the Des Moines River near where the city of Des Moines is now had been licensed, that is allowed to be run, by the owner, Mr. Scott, by the officers of Mahaska County. All will understand now how that happened; for anything which had to be governed by a county officer would need to be written down at the county seat town of the county to which the outside land was joined for the purposes of government.

In 1844, also, the county of Wapello was allowed to have its own government and to elect its officers. At the same time three men called commissioners were named to fix upon a place for the county seat. It was quite customary in such cases to find three men, none of whom lived in the county in which the selection was to be made; they met at the house of some settler and, after looking about, they were supposed to decide upon the most suitable place. Those who had to perform this duty in Wapello County met at the house of a Mr. Wilson, who lived near the old Indian Agency. Again, in 1846, Benton County, which has been mentioned as being

joined first to Jackson and then to Linn County, was finally given its own officers. It had to take care of Tama and other counties to the west of it and of Black Hawk on the north. During the same year (in 1846) twelve counties in the central part of the State, as far as Boone County and along a north and south line marked by Dallas, Madison, and Clarke counties, were separately named in one law of the legislature (See a map of Iowa).

III

HOW COUNTIES WERE MANAGED

In these busy days of typewriters a great many people have felt that it was scarcely worth while to learn to write well. But when men used quill pens and wrote very carefully it was believed important to have a good pen hand. When the first counties of Iowa were looking for clerks to keep the records, they seem to have found those who knew well how to write; for among the musty old books in the offices of the older counties there are some with the very best of beautiful script. For example, at Dubuque the records of the clerk, Mr. George L. Nightingale, are of that kind; and in Cedar County there is the work of Mr. Charles Whittlesey, while in others the same care seems to have been taken to have smooth clear handwriting upon the books. To be sure it was not always possible to find a skill-

ful penman at the very beginning, and there are pages which one could not call good writing. In the early records, too, the ink must have been very good, because in many it has not faded to this day. Occasionally there are some queer ways of spelling; and no one who has seen it ever forgets how Mr. Benjamin Tucker of Des Moines County wrote his name.

As one might expect, the business of the county officers at first was closely connected with the making of roads, and the providing for the ferries which have been mentioned in *Book One*. After these had been arranged, there had to be some way to raise the money to pay for laying out the roads or for the usual county expenses. There were two ways, it seems, by which these expenses could be met. In the first place licenses for which they had to pay a fee were given to men who sold certain kinds of goods in the county. Very often these were called grocery licenses; but everybody knows that no charge is ever made for the right to sell sugar or coffee or tea out of a store. The fact is, the charge

made upon the grocery, perhaps as much as \$50, was for selling liquor along with the groceries. Sometimes, too, a very heavy license was asked of clock peddlers.

The usual way of getting money, however, was by taxes. All will understand what that means after they have become the owners of property or have grown old enough to vote. It is true, of course, that the amount which each one had to pay then was not very large; but it was perhaps as hard to pay as is many times the amount today. Besides, it was a difficult task to collect even a small tax, when men had little money. At first there was a collector in each township; but even then there was only one in the very large county of Dubuque or of Des Moines. So long as the whole county was but a single township it was the duty of one man to look up all the taxpayers over the whole of it and bring in the small tax for the support of county work. If the tax was for the use of the whole territory, the county sheriff had to collect it during the time that the law of Michigan was over the two counties. And when the law of

Wisconsin took the place of the Michigan law, in 1836, the sheriff collected all the taxes.

After Iowa became an independent territory in 1838, and even up to 1842, the sheriff continued to attend to the tax collection. But by that time the smaller counties were being divided into still smaller divisions, or townships, and the constable, a township officer, was required to collect the taxes in his own township. It will be seen that as the country became more thickly settled, there was a way found to bring the tax collector nearer to the person who had to pay the taxes; and always, it should be said, the collector carried the money to the county treasurer. By 1844 there was another arrangement by which the treasurer himself was to do the collecting; and, for the convenience of the taxpayers, he made appointments for certain days in each township where he would be or where he would send someone to take the money.

Just how this was done is shown by the advertisements in Scott County in 1842 when the sheriff of the county, as has been said, did

the collecting. He announced that he would be at the Davenport hotel on October 15; at a school house in Pleasant Valley on October 17; on other days at the home of Mr. Parkhurst in the town of Parkhurst; at the home of Mr. Pinneo in Elizabeth City; at the home of J. C. Quinn in Point Pleasant; at the home of G. Lathrop in Allen's Grove; and at other convenient places, so that half the month of October was given to meeting the taxpayers.

Sometimes the different kinds of money which had been paid to the collector were mentioned. As early as 1839 the collector in Des Moines County was asked to tell the county commissioners just what kinds of money and how much of each he had in taxes. Perhaps this meant the gold and silver or other metal, or paper that passed as money; for in those days not all money was good. No one today stops to ask about the kind of money he is getting.

About two years after this request was made, the collector was told by the county commissioners to make men pay if they had failed to do so. In doing this their property

could be advertised and sold at auction. The language of the record in Des Moines County is to collect the taxes by "distress and sale". This order was made in January, 1841; but, that men might have some warning and more time, they were allowed until July of that year to pay up. People did not need very much money then; they could exchange what they raised for that which they did not raise, and most of their needs were met by what they produced at home. But taxes had to be paid in cash, which was sometimes hard to get. No one could escape the tax collector unless he wished to be dishonest; and the easiest way was to pay early. Any delay at that time was just as it is today—more expensive.

So long as taxes could not be collected, just so long must the bills of the county for the usual expenses go unpaid. In such cases men who had money to invest often bought the bills from those who were waiting for their money from the county treasurer. Of course the one who was waiting was anxious for his pay; and, in case the county failed to

settle his claim within a reasonable time, he would sell it to the moneyed man at a price much less than it really was worth — that is, at a price less than the face of the bill, as men say. The moneyed man would hold these bills until the taxes were paid and then he would get the whole amount from the treasurer and along with it a high rate of interest for the entire time since the bill was due. That was an easy way to make money; and a way by which the poor man became poorer and the rich man became richer. Besides, it made the expenses of the county much greater, since a large amount must be used for the payment of high interest rates.

The whole amount of taxes in the counties at that time seems almost nothing when compared to taxes of today. For example, in Dubuque County in 1836, the territorial tax which would, of course, be paid to the government of Michigan, was only \$280; and the entire county tax about \$1950; in Cedar County in 1838 the total tax was \$160.71, and for the attached county of Johnson it was \$46.75. The difference in the amounts was

due, to be sure, to the difference in population and property. If a man had property worth \$100 he would pay then about fifty cents for common county expenses and one dollar for the building of roads.

But there was other business for the county board to attend to in those days, much of which was more difficult than it is now. One needs only to think that there were few or no public buildings, such as courthouses for offices, or jails, to see that these officers had to find out some place in which to perform their duties. Private houses were hired for holding the trials of criminals, or for other court duties; the prisoners were guarded in the open air by men hired for that purpose. Among the bills allowed by the board of supervisors in Demoine County in 1835, some were for the use of private houses in holding court; in 1837 there was a bill of \$1.25 for trace chains for the use of the county to chain a prisoner. A trace chain, as some may not know, was a part of a harness. It would serve to hold a prisoner when there were no handcuffs or other irons to be had. At the

same time \$3.81 was paid for powder, flints, lead, and candles for the use of the guards employed to look after prisoners. In another place there is an allowance for night watchmen, the captain of the guard being paid \$1.50 and the men \$1.00 for each night, the whole bill amounting to \$42.50.

It was customary for the county board to select something that would serve for a seal, which official boards frequently have. Most of us are familiar with such things as the great seal of the State of Iowa; or of some other state. In one county the seal was to be a circle the size of a half dollar with the letters "COMS" and "CC" in the circle; this seal was soon changed to the eagle side of a five cent piece; and on the leaves of the book in which that board kept its records, one will find the impression of the eagle as it was ordered. A penny, perhaps, would serve the same way in other counties, and one city had a real seal, showing a locomotive and a car, made for its especial use. If no object had been selected, a simple "scroll" with a pen might answer.

From 1834 to about 1860 several different names were given to the county board, or those who were to direct the general business of the county. At first, under the laws of Michigan, they were called supervisors and there were three of them. Perhaps they were rightly to be called township officers; for, as the law said, when there was only one township in a county there should be three supervisors. But later they were instructed to attend to all the business of both the county and the township; so we do not need to make any difference in describing them.

It was not long until these officers were called, by the law of Wisconsin, county commissioners. To be sure their duties were not greatly changed, but the name commissioner, as thus used, belonged only to a county office. Such a board governed the county until 1851, when one man, the county judge as he was called, took the place of the three county commissioners. If he happened to be a good man, as many were, it was fortunate for the county; but if a bad man, and there were some of that kind, there was likely to be

much trouble. People, generally, do not like to put so much power in the hands of one man; but for about ten years this one-man power managed the county business.

Along with the county board there were other officers, some of whom have been mentioned; the clerk and the sheriff, for example. A county treasurer was always necessary; but all the officers of the present time were not needed. Sometimes one man filled two offices. Another officer, called the county school fund commissioner, will be mentioned in a later chapter, since he had to do only with the school districts, the school lands, and school money.

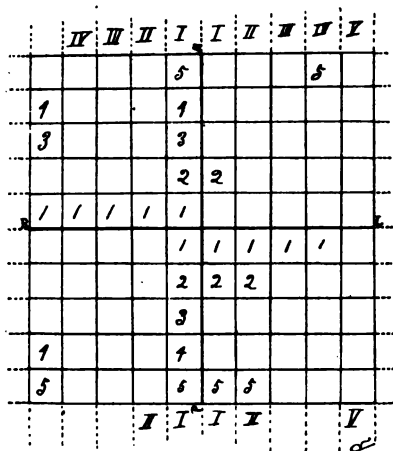
IV

THE HISTORY OF A PIECE OF LAND

When land is bought or sold, the one who sells gives to the buyer a paper called a deed. Along with this deed goes another and usually a much longer paper which is called an "abstract of title". The abstract is a history of the piece of land from the very beginning, when it belonged to the United States, to the time when the last owner got it. Unless an owner has a complete abstract or history of his real estate, that is his land, someone might lay claim to it; and it would be difficult indeed to prove the ownership without the long history.

Each piece of land, great or small, then, has a history of its own just as each person has, and this history should be interesting to any owner. And yet very many never think about the previous history of the land on which they now live. At all events there is

no other piece of land *just* like theirs. This is easy to see if one is willing to learn about the township in which the land described lies. Now there are different kinds of townships; and they must be carefully distinguished to



I, II, III etc. are Ranges

1, 2, 3 etc. are Townships

B.L. - Base Line; P.M. - Principal Meridian

avoid confusion. For example, the first, laid out as soon as the country was bought or taken from the Indians, were six miles square (See diagram). Lines were drawn six miles apart each way; and in these squares, which are six miles on each side, there are thirty-

six smaller squares. Each of the smaller squares contains 640 acres of land and is, as one may see, one mile on each side. Therefore, when one speaks of a square mile or a section of land, he is really talking of 640 acres. By dividing this into four parts, one has a quarter of the whole, or 160 acres, which is one-half mile on each side and is the very common quarter-section farm of Iowa. Since a square mile is a section, thirty-six of these sections make a township of land, which is called a congressional or a geographical township. These can not be changed by any one; they are to describe land, and one who knows the description of his land can find it on the map. If farms were taken in Iowa as some were (See *Book One*, pp. 70, 71) before these townships were laid out by surveyors, their boundaries would be very uncertain and would need to be fixed after the lines had been properly run.

But there is another kind of township with which all citizens should become acquainted. It may have the same boundaries as the one just described in the paragraph above; or it

may be quite different. In the first chapter it was said that the first counties of Dubuque and Demoiné were also each of them a single



A MAP IN WHICH THE SURVEYED AND THE CIVIL
TOWNSHIP ARE THE SAME

township. That is to say, they had some officers who performed the duties of township officers in the Territory of Michigan. It so happened that at first when the two large

counties were divided, each of the smaller divisions was also a single township, and this arrangement was not changed until a law for the making of smaller townships within the county was passed in 1840. Afterwards the county officers, who were called county commissioners at the time, as one will learn, had power to make new divisions. These are known as civil townships, because they are made for the purpose of government by the citizens who live in them. All who are born in the United States, or have come here from some other country and declared that they would become citizens, as they can after they have been here for five years, are citizens and have some interest in these divisions of the county. Men vote in these townships and the schools for their families are managed there.

The first civil townships less than a whole county in size were made in Cedar County. There were only five at that time, whereas there are now seventeen. It was usual to make only large divisions at first; for until the counties were more fully settled there was no demand for smaller divisions. The

division of the county into townships was much the same as the divisions in the first large counties. In the making of the first civil townships no attention was paid to the lines of congressional or geographical townships (those always six miles square and



A CIVIL TOWNSHIP WHICH IS LARGER THAN A
SURVEYED TOWNSHIP

used to describe the land), unless it was the wish of the people in the township to have them that way. And if a stream prevented the voters from coming together in a township of that kind, all the land on one side

would be put into some other civil township (See maps, pp. 44, 46). Thus things were arranged to accommodate the people. It was a long time before all the counties which have been mentioned were finally divided into townships as they are now. It ought to interest anyone to learn about the townships in his own county, and about the time that they were formed.

Should one wish to know about these things and just how they took place, he might ask the county auditor of his own county. And if any one desires to find out who owns the lot or farm next to his, he should go to the same office. Or if he would like to know who had owned the land through all its history he could read his abstract of title or, taking a harder way, go to the office of the county recorder and trace the whole history through. That would not be an easy thing to do, for making out abstracts requires training and only men with special skill know where to look for all the items. Sometimes bad mistakes are made by abstracters and then much trouble may be caused the owner of the land

who wishes to sell it; for when a man buys land, he wants to be sure that the title is good, and he can insist on its being made good before he will take the land. If any one ever owns land, no matter how small a piece, his name will go into the records of the county where it is owned.

V

MAKING A NEW STATE

Iowa had not been a separate territory very long when Governor Lucas thought it should make some plans to become a state. That was in 1839 when it had about thirty thousand people. It would be necessary to ask the Congress of the United States for permission to form a state government which would take the place of the territorial government. But the people, it seems, were not ready for such a step; they were too busy improving their new farms, building houses, and doing many other things near at home to think about voting or asking for a new state.

Governor Robert Lucas did not stop with one trial, however; he was not the kind of a man who gave up at one attempt. Again, in 1840, the voters of the territory were asked to decide whether or not a convention should

be called to make a constitution. Still the people, that is the voters, said "no", and in such cases the people are the ones who decide. The same thing happened again in 1842, so that it began to appear that the Territory of Iowa was about good enough to be kept always. Perhaps the chief reason for the unwillingness to become a state was the additional expense that would fall upon the citizens of Iowa; for it was well known that a territorial government where many expenses were paid by the United States was cheaper than that of a state.

By 1844 there were more voters and much was said about the wisdom of changing the territory into a state; and when the vote was taken it was found that there were more for than were against it. A convention was then called to draw up a constitution for the State of Iowa. But it was easier to call a convention than to make a constitution that the people would have; and after seventy-two men selected from the different parts of the territory, had spent nearly a month in putting the constitution into form, the voters

would not approve their work, although they voted twice on the question in 1845. There were some good reasons for the refusal; the chief one, it seems, being the boundaries which Congress wanted the new state to have.



TERRITORY OF IOWA

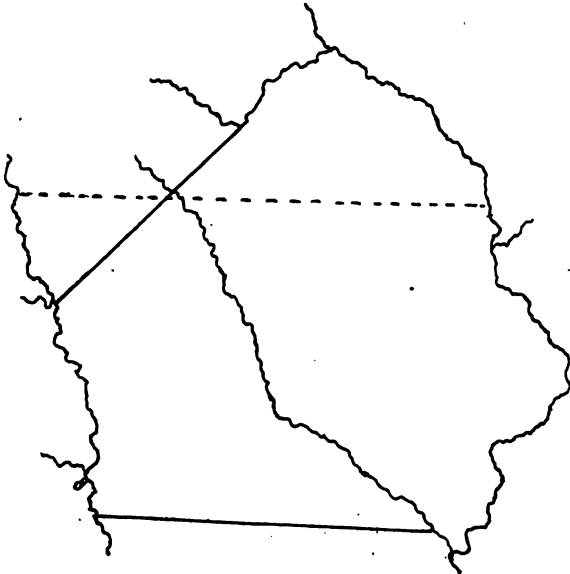
It should be remembered that the Territory of Iowa when it was set apart in 1838, included not only the present State of Iowa but all of the two Dakotas east of the Missouri River and all of Minnesota west of the Mississippi River (See map, p. 51). In making the state boundaries, then, it was under-

stood that this large area would be cut down to a reasonable size. The question how this should be done made the trouble between Congress and the voters of the territory. In one plan the northern boundary would have run from where the Big Sioux River empties into the Missouri River in a northeasterly direction to the river known then as St. Peters, but now as the Minnesota, and from that point on until it joined the Mississippi at the mouth of that stream (See map, p. 53).

By that plan there would have been a very long stretch of river on the eastern side and a short portion on the west. The State would probably have been a little larger, but it would have been given rather an ugly shape. By another arrangement the western boundary would have been a straight line joining the present southern boundary, at a point about two-thirds of the distance across the State from east to west, to an east and west line forming the northern boundary from the Mississippi to the bend in the Minnesota River (See map, p. 54). That would have been a better shape than the other one de-

scribed, but it would have cut off all of the river on the west side.

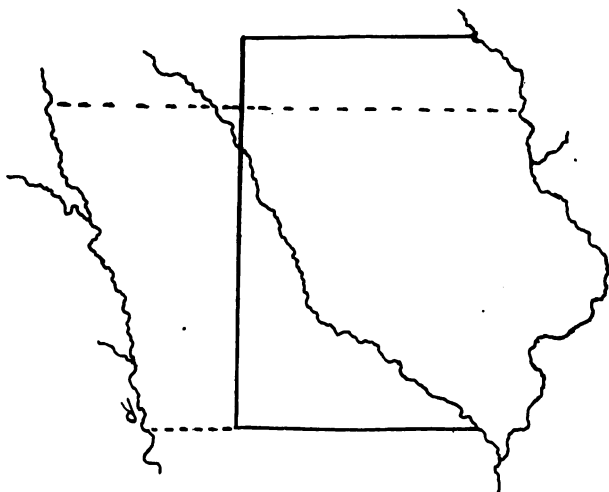
Since the people would have neither of these arrangements, a new convention was called in 1846. In this convention, which



A PROPOSED BOUNDARY FOR IOWA

consisted of thirty-two members, the present boundaries were fixed; and they were approved by Congress. The voters were again called upon to accept or reject a constitution

and there were only about 450 more votes for it than were against it; so one may conclude that all were not yet very anxious for a state government. Perhaps everybody was satis-



A PROPOSED BOUNDARY FOR IOWA

fied, however, when on December 28, 1846, Iowa was admitted as one of the United States. When Congress has passed an act admitting a territory as a state, the territory has forever given up its privilege to say whether or not it will be a state; it has agreed to stay by the Union. To be sure the state

makes its own laws, as mentioned in the first chapter of this book; but at the same time it must obey the constitution and the laws of the United States.

From July 4, 1838, to December 28, 1846, it is seen, Iowa had been an independent territory; and during that time there had been three governors. These were Robert Lucas, appointed in 1838; John Chambers, appointed in 1841; and James Clarke, appointed in 1845. All of them, of course, were appointed by the President of the United States as all governors of territories are. When the election came on in the State, all the officers had to be elected, and Mr. Ansel Briggs was chosen as the first Governor in October, 1846. Along with him there were elected a Secretary of State, an Auditor of State, a Treasurer of State, and a Superintendent of Public Instruction.

It will be understood that there were not nearly so many officers to elect at that time as in these days. But there were the same parts to the State government; that is the legislature or the General Assembly, which

makes all the laws; the Governor and the other officers who help him to enforce the laws; and the courts of the State and of the counties, which see that the law is correctly understood. Perhaps it would be better to say that the courts interpret, or explain the laws.

In the days of the Territory of Iowa the two houses in the law-making part of the government were called the Council and the House of Representatives. They met once a year. The Council, or the highest body of the legislature, was changed in the constitution to the Senate; and the General Assembly or legislature met once in every two years. The First General Assembly came together at Iowa City, the capital, on November 30, 1846, which, as may be seen, was almost a month before Iowa was admitted as one of the United States. Before a new constitution was adopted (in 1857) the General Assembly held six regular and two extra sessions. The Governor may call the members of the two houses together when business of importance demands an extra session.

VI

BUILDING A NEW CAPITAL CITY

When Governor Robert Lucas had been appointed to come to the new Territory of Iowa in 1838, he took up his journey from Cincinnati. He had been Governor of Ohio and he did not seem to be at all doubtful about his plans. Indeed, he was a very energetic man and knew what he wanted in his new position. When he arrived at Burlington, then the capital as it had been before of the Territory of Wisconsin, he found that the Secretary of the Territory had reached the place in advance of the Governor. In fact, the Secretary had done some things that would have been done by the Governor had he been present. Perhaps that may have been one reason for some unhappy differences between them. But that need not be explained, since it did not interrupt very much the business of the new government.

There were other officers at the capital: an attorney for the territory, a marshal, and three judges of the highest court. To make the laws, as already pointed out, the people elected thirteen members to the Council or Upper House, and twenty-six members to the House of Representatives. These different single officers and the two houses made up the machinery of government with which to start the business of the Territory. The office of territorial treasurer was soon created, and in 1840 that of territorial auditor.

Although Burlington served very well for the capital at the beginning, it was not long until some place nearer the center of population was sought. In order to change the capital it was first necessary for the legislature to pass a law and for the Governor to sign it; and that was done. But the law did not fix the place very exactly, since it said that the capital should be somewhere in Johnson County, and the expectation probably was that it would be put somewhere on the Iowa River in that county.

Just as there were men appointed to locate

county seat towns in the new counties, so now there were three men, commissioners, named to look for a good place to build the new capital. Not one of these was a resident of the county where the law had said the town should be placed, but each was selected from a different county. The names of these men will become familiar to those who follow the history of Iowa very far. Mr. Chauncey Swan came from the county of Dubuque, Mr. John Ronalds from the county of Louisa, and Mr. Robert Ralston from the county of Des Moines.

In the spring of 1839 these three men met at a place called Napoleon on the Iowa River and in Johnson County. It was at that time the county seat but, like many other towns, it had very few people. Not far from this place they found a wooded hill near the river and they at once decided to locate the capital city on that hill and the land adjoining it. An entire section, or 640 acres of land, was then set apart for the new capital.

It happened that some settlers had put a claim upon the same land; but when a terri-

tory, or state, or the government of the United States wants any land, no person can keep it. To be sure, the owner will be paid the value of his property, for the government does not wish to take private property without returning the just amount belonging to the person who surrenders it. Any citizen who thinks he has been unjustly treated has only to show the justice of his claim in order to have the State or national government make the matter right.

After the commissioners had decided upon the place for the city, they set a strong slab in the ground to mark the site overlooking the river. Upon the slab they wrote: "CITY OF IOWA, May 4th 1839", and then they signed their names. But that was not all they had to do; the law by which they were appointed said also that they should proceed to plan a capitol building (See cover picture), and one of their number should attend to its construction. For that purpose Mr. Chauncey Swan was chosen; and he soon returned to the "City of Iowa" to begin his work. Before commencing the building, how-

ever, he caused the entire section of land to be surveyed into the blocks of a town. The work of the surveyors was begun in June, 1839, and meanwhile plans were being made for the large building to be placed on the hill near the river.

On the Fourth of July the men who were helping in the survey stopped long enough to hold a celebration and listen to a speech. One of their number read the Declaration of Independence and Mr. John Frierson, one of the men in charge of the survey, delivered an address. From many places, far and near, the pioneers came to aid in the celebration and it is said that the Indians looked on, while no doubt they were wondering what all this talking was about. Perhaps there was a picnic dinner under the great oaks where the Indians had often hunted, but where they would hunt no more. Probably the white men who were so busy with the thought of the new city had no time to think of the red-man who had the first right to this beautiful land. In *Book One* (p. 67) was described the journey of the Indians when they left the

old hunting grounds which now were to be given up to the "City of Iowa".

The celebration being over, the surveyors continued their work. They first set apart the square of ten acres which should belong to the capitol building and then laid off streets in both directions from it. One street, or avenue, running eastward from the square about the capitol building was just as wide as the building was long — the widest street of all. This was called Iowa Avenue. There were other wide streets surrounding the ten acres, and one near the river front was expected to become the great business street of the city. As it happened, however, the business men did not put their stores on that street and it never came to be what the surveyors expected. Besides, there were places along the river where there were to be boat landings or wharves, for the steamboats which would come up the stream with loads of freight. Again the expectations were not fulfilled, although, as will be seen, there were a few cargoes unloaded there and as many taken on.

It is worth remembering that in laying out this new city on the land which was to belong to the whole Territory of Iowa, certain parts were kept for public use. For example, there were parks and public markets — north market, central market, and south market; portions of several blocks were set aside for the building of churches; and these could be had for nothing, if people wished to build a church. The first who came should have the first choice. Nor were the schools forgotten in the laying out of the town, for a block was kept near the central part on which the school buildings should sometime be placed. A “promenade” along the river was also mentioned, and this would have been a public park had all the plans been carried out as the “City of Iowa” grew.

In 1839 the capitol building was begun; and on July 4, 1840, Governor Lucas gave an address at the laying of the corner stone. On the old stone which is at the southeastern corner of the building, the figures “1840” are yet plainly seen. At first the stone for the walls of the capitol was quarried near by;

and slowly the work was being completed when in the fall of 1840 a committee from the legislature came to see how it was getting on. The members made some suggestions by which it could be improved; but the walls had to be torn out in some places and there was a delay in the work. Besides it was quite hard to find suitable stone to make the change. Soon a new quarry was found some distance up the river and the stone was brought down on flat boats. Some for special purposes, however, is said to have been hauled from an adjoining county by ox teams. All the stone and lumber were furnished from near-by sources.

While the workmen were busy on the new capitol building, they were suddenly startled by the whistling of a steamboat coming up the Iowa River. They could see the stars and stripes at the prow of the boat. The flag, as they saw it, against the background of green trees along the stream made a beautiful picture. And as the steamer, *The Rock River* as it was called, came up to the landing at the foot of the hill the citizens crowded

about to meet it; for steamboats were not yet a common thing at the city wharf. On the same day a large company of men and women, or ladies and gentlemen as men usually said in those days, were given an excursion by the captain of the steamer. They spent the afternoon on a trip up the Iowa River to the quarries from which the stone was brought to build the capitol.

Long before the capitol building was finished, the legislature and the officers of the Territory were anxious to move to the new capital and nearer to the center of the population. In January, 1841, it was decided that the next meeting of the legislature should be held in Iowa City (first called the City of Iowa) if the building was ready; or if some other place was made ready by the citizens. Fortunately there was a man who was willing to use his money for a building that would do for the officials and the session of the legislature; for the new capitol was not nearly finished when the time came to meet in the fall of 1841.

The members of the two houses of the leg-

islature and the officers had to come from their homes by stage coach or on horseback. The weather was very disagreeable; so bad that men have left a story of the hard time they had to reach the end of their journey. But when they had come together they were quite happily surprised at the comfortable place which had been prepared for the meeting. Besides, the townspeople were very glad to have the government of the Territory moved to their city. By that time there were seven or eight hundred inhabitants in the new town, so that there was room for all who had to be cared for while the business of the Territory was being done. On December 6, 1841, the legislature met for the first time in the new capital city, where it met every year until 1846; and then when the Territory became a state it met there every two years until 1857, when the capital was again moved.

Almost as soon as Iowa had become a state, and not long after the new capitol building had been first used, some men were ready to move again farther west to a new city. In 1847, therefore, the General Assembly passed

a law by which men would be chosen to find a place for the next capital. They were to select a good place, of course; and this was found in Jasper County. There they set apart five sections of prairie land to be laid out into town blocks and lots. Some of these were sold in the new town which was called Monroe City. Just where it was, may be seen by looking on the railroad map shown in this book (p. 80). The very next year, however, the General Assembly changed its mind and the whole plan was given up. The most of those who had bought lots in the promised town got their money back. And that was the last of Monroe City as the capital of Iowa.

VII

THE IOWA-MISSOURI QUARREL

Just as some of the early settlers were not quite certain where their farm boundaries were to be found (See *Book One*, p. 71), so Iowa and Missouri had trouble about the line between them. Before the matter was finally settled some very unfortunate things happened; a quarrel arose, almost a fight if not real war. Although it turned out to be not very dangerous, it was for a time very exciting.

About the time that Iowa became a separate Territory and began to make the laws for herself, this dispute had to be settled. The cause of it seems to have been in the faulty language that was used to describe the boundary line; or because some one purposely misunderstood it. All of the trouble had its beginning sometime before Iowa had been even thought about; and it would not be easy to find out who was to blame.

As early as 1816 a Mr. Sullivan was employed to survey the northern boundary of certain Indian lands which were afterward included in the State of Missouri. It was not known at that time (in 1816) that the same line would at some time form the boundary of a new state, but it seemed to be a convenient way to fix the northern line of Missouri when it was admitted into the Union. This was afterward known as the Sullivan line; and it should be remembered that when this name is used it means a surveyed Indian boundary which was run from near the northwestern corner of the present State of Missouri eastward to the Des Moines rapids in the Mississippi River. These rapids were so named, it seems, because they were not far from the mouth of the Des Moines River. It was from the misunderstanding about these rapids that the trouble arose.

From 1816 to 1838 was long enough for the marks of the Sullivan survey to become quite indistinct. The mounds of earth were worn away and the blazed trees had grown over the marks cut into them. Then there

were men in Missouri who said that the boundary was some miles farther north than the old line would show. No one could dispute the fact if there were no marks that could be traced, and the people along the supposed boundary did not know whether they lived in Iowa or Missouri. That was especially true in the counties of Van Buren and Davis. The county officers had trouble in collecting the taxes because people did not wish to pay them to the wrong person. Altogether the situation was very troublesome.

The quarrel grew hotter and hotter until men were sometimes arrested and thrown into jail by those who were opposed to them. By and by matters began to look very serious, for it was learned that a thousand Missourians were coming into Iowa to enforce their demands on this side of the Sullivan line. But our Governor Robert Lucas was not much frightened. He had been a soldier in the war of 1812; and besides, strange to say, a similar quarrel had grown up between the Territory of Michigan and Ohio when he was governor of that state.

Even at that time there had been some signs of war and bodies of men had assembled on both sides of the line.

Governor Lucas, therefore, ordered the militia of the Territory of Iowa to get ready at once to march to Missouri to meet the thousand men. It was in the midst of winter weather; and no doubt the cold weather was a good thing, for the blood of the fighters soon cooled. The Iowa men had very little clothing or food and scarcely any good weapons. In fact, it has been said that they had a very strange collection of arms. But they set out on the journey as the Governor had commanded, for territorial or state soldiers must obey the Governor who is the commander-in-chief of all the militia. From all the signs a very bloody battle was about to take place, when a halt was called on both sides. Messengers were sent between the Governor of Missouri and Governor Lucas to see if some peaceable way could not be found to settle the dispute.

The good sense of men had shown how foolish it would be to go to war over a small

part of either Iowa or Missouri. No one wanted men killed in such a battle. Besides, Governor Lucas said that there could be no disagreement between Missouri and Iowa, since the first was a state and the other a territory. Indeed, Missouri was trying to fight the United States which was in control of the Territory of Iowa. In that way he made the trouble seem more serious for Missouri, for the United States could put the boundary line where it wished, and no state would offer to attack the whole country over a boundary line.

Governor Lucas refused to allow any of the claims of the Governor of Missouri; he laid the entire matter before the President of the United States. The messengers who had come to the Governor of Iowa then went before the legislature of Iowa and asked for some arrangement to keep the peace until the question of who was right could be settled. The legislature was willing to do any reasonable thing to prevent war, or any further trouble along the boundary line. But the Governor would not even approve its

action. Congress finally passed a law by which three men, one from Missouri, one from Iowa, and one appointed by the President, should decide where the line was, and should then mark it very distinctly. In this plan Missouri, it is said, did not name anyone and the other two acted without help from that State.

Although this action stopped the quarrel and prevented any fight, it did not, after all, settle the question of the boundary. Both the Governors wrote many letters about it and much was said, until the matter was finally left to the highest court of the United States — the Supreme Court — where both sides could show the facts after which the court would say which was right. That decision would be final for there is no higher court in the land. It is interesting to know that the claims of the Iowa men were found to be right; and that the Sullivan line, surveyed in 1816, was the real boundary between Missouri and Iowa.

The real line having been named, the next step was to find it, and to mark it. By this

time (1848) Iowa had become a State and more than thirty years had passed since the first or original survey had been made. Mr. Ansel Briggs was then the Governor, a man, as will be seen, who was ready to act alone when it was necessary. Because the State legislature had forgotten to set aside any money to pay the portion of the cost that fell to Iowa, Governor Briggs had to borrow enough for the purpose. For a time he was quite troubled, since the work must not be delayed by such a blunder. Fortunately there was some money belonging to the school fund (described in Chapter XI) which the Governor was allowed to borrow. But not even the Governor of the State could get that money without giving his own note for its payment. Besides, it was not lawful for anyone to use the school money in that way. Such was the need, however, that the officer who had the money in charge thought it best to assist the Governor in his worthy object. It would not be wise, however, to break the law in very many instances. It is the duty of all men to see that it is obeyed.

The surveyors who set out to find the old Sullivan line which had been described in the records of the State of Missouri as its northern boundary, were delayed by the faintness of its traces. They began, it seems, at the northwest corner of Missouri, which at that time was not on the Missouri River but some distance eastward, although the southern boundary of Iowa extended to the river just as it does now. For some days the surveyors sought for the tree which they knew had been marked — that is blazed — at that corner of our neighboring state. Finally, by chopping into a decayed tree trunk, the old mark was found. From that tree then, both eastward and westward the surveyors ran the old line of 1816. All summer long they were busy in finding the old marks and in putting up new ones that would not wash away or decay. At the corner of Missouri and also at the corner of Iowa near the Missouri River, they set heavy iron pillars; and at intervals all along the way for over two hundred miles iron or wooden posts were put up between the two states. With such plain marks as these no

one will ever again be in doubt about which state he is in. Never will men along the border fall out or quarrel about the state in which they live, nor can there ever again be an Iowa-Missouri War.

VIII

THE CALICO RAILROAD

Something was said in *Book One* (p. 118) about the stage lines by which passengers and freight as well were carried over the early roads. Besides, there were steamboats on some of the larger streams and people had hoped that, as the territory was settled, the rivers would afford a regular way of carrying off the crops. But as time passed, they began to see that this hope was to end in disappointment. Fortunately, about the time that the first settlers came into the Territory of Iowa, railroads were first commenced in the eastern part of the United States; and as everything seems to have moved from east to west as people were ready for improvements, it was only a short time until they began to talk of railroads in Iowa.

In the early days railroads followed the

people; it is only in recent times that they have pushed ahead and opened up a new country to settlement. It takes very much money to build railroads; and it was some-time before the necessary amount could be raised to extend lines far into a country that was not yet settled and where there would not be, for some time to come, freight and passengers to make the road pay.

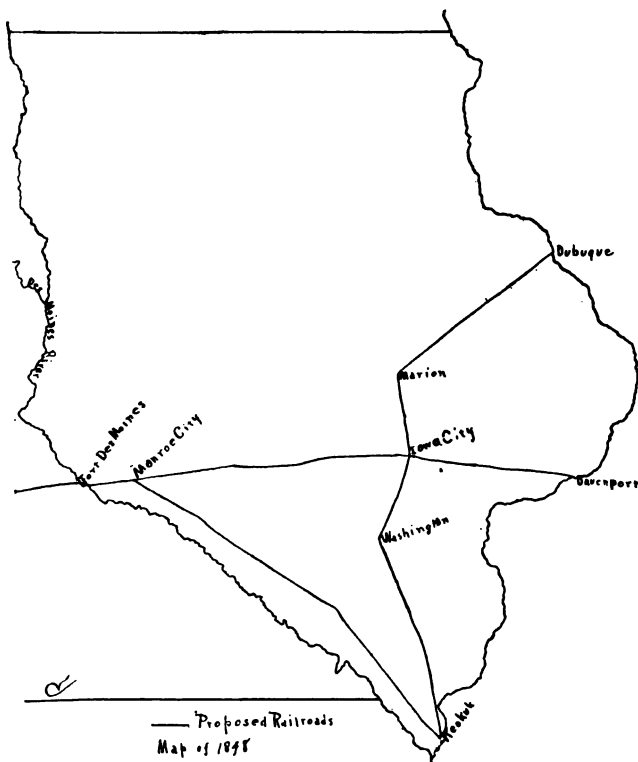
As early as 1844 there was some talk of a railroad in Iowa; and at that time Congress was asked to give land to help build it. And just here it may be said that millions of acres have been granted to companies for building roads in unsettled parts of the United States. It seemed a very simple matter for the government of the United States to set apart every other section (See map, p. 44), for example, along a proposed line and for six or more miles on either side of it. Such a gift came to be a fine property as the country was settled, and if the money which it brought was all turned into the treasury of the company, and if it were honestly handled, and the road really added to the prosperity of

the country in return for the gift of land, there was probably no fault to be found with such grants. But if the schemes of men were such as to turn aside the money from the purposes intended, the result was nothing less than plain dishonesty and cheating of the government.

The road which (in 1844) asked for land in Iowa was to run from Dubuque to Keokuk. But at that time there was no railroad in Illinois; nor was there any in Ohio until after 1840, and so it may be seen that the plan was somewhat ahead of the demands of the settlements. At that time steamboats on the Ohio and the Mississippi carried freight and passengers to this western country; and for a long time the products of the Iowa farmers were sold in St. Louis for the very good reason that there was no other market which could be reached by river transportation. As already mentioned, the boats on the larger Iowa streams carried the freight to the Mississippi River from which point it was then taken by the St. Louis boats to the market.

It was soon seen that as the country at

some distance back from the rivers was settled; and as the hope of the boats being suf-



ficient to serve in the business of transportation was given up, some means of moving produce swifter than the wagon must be

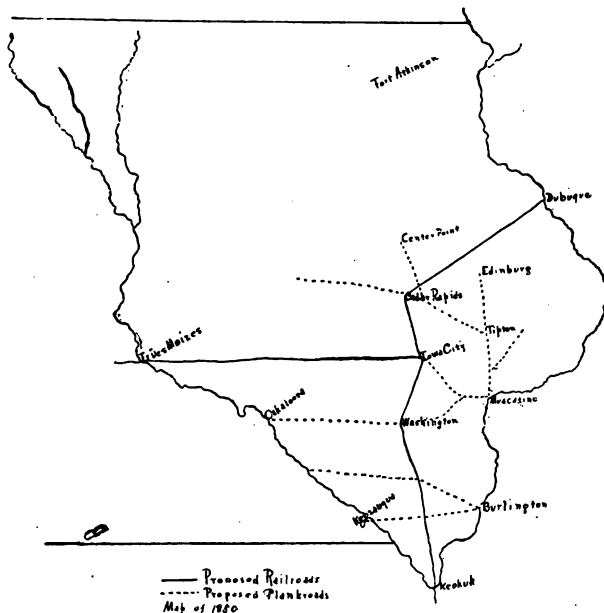
found. Besides, it was not long after the first railroad was begun that rails were being laid westward into Ohio, Indiana, and Illinois toward the eastern border of Iowa. As these were extended, the stage coach was giving way to them and its service was left to the shorter distances on either side of the steam road, and into the newer settlements farther on. At one time plank roads were thought to be a possible way to aid in transporting heavy loads. In fact one such road was actually constructed in southeastern Iowa, and one of the maps (p. 83) will show a number of proposed lines.

It was natural that people who lived on this side of the Mississippi River should be ready to help build a road to connect with one approaching from the east. Indeed, the line from Dubuque south, although first mentioned and talked about for some years after 1844, was soon almost forgotten in the hurry to get a line to the east. How this change came about and the struggle that took place before the new line was secured are of more than common interest.

From Lyons, Iowa, which (as a map will show) is located on the Mississippi River, one may trace across the State in a somewhat southwesterly direction the old survey, and in some places even the grade, of the first railroad on which any work was done in Iowa. There was a great deal of noise in the beginning; and many famous speeches about what was going to be done when the road was completed. In fact, the road seemed so certain that many of the counties along the way voted taxes to help construct it. To tell all about the troubles of the taxpayers in later years when they tried to escape the payment of these taxes would take a whole book.

By a law of Iowa, passed in 1850, the persons who proposed to build the Lyons-Iowa Central Railroad, as it was called, were permitted to buy a strip of land a hundred feet wide entirely across the State from Lyons to Council Bluffs. Since there was much public land at that time, and since the road would probably pass through many sections belonging to the school lands, permission from the State would save much delay. This road

when completed, was expected to become the westward extension of one then-planned from Chicago to Fulton, a town in Illinois opposite Lyons. It is about three hundred miles from



Lyons to Council Bluffs; and it is one hundred and thirty-five miles from Fulton to Chicago. Thus a road was laid out to connect the western side of Iowa and the Missouri River with the Great Lakes at Chicago,

a scheme which has been carried out since then in many railroads.

At the beginning of the Lyons-Iowa Central railroad, men along the line subscribed about \$700,000; Cedar County voted to give \$50,000; Johnson County \$50,000; Jasper County \$42,000; Polk County \$150,000,—a total of almost a million dollars. Besides it was thought that at least six more counties would subscribe as much, so that a large amount of money was promised. No doubt those who were ready to promise so much had believed that the men who were going to build the road were strictly honest and that there would be no doubt of the success of the plan. But this was only a beginning of the lessons which the men who had promised money to railroads had to learn; for the difficulties which would be in the way of constructing the first roads were not foreseen. The people were so anxious to have these built that they were ready to support almost anything which men called a railroad.

In February, 1854, nearly five hundred men were at work on the Lyons-Iowa Central road

and it was promised that there would be many more in the spring of that year. Indeed, it was said that the first seventy-five miles of the line would be completed by the first of April, 1855. Even the city of Galena, Illinois, was expecting to gain very much from the trade which would come from the rich part of the Mississippi valley through which the new line was being built. It was said also that the second division, which extended as far west as Fort Des Moines (the city of Des Moines), would be graded as fast as money was subscribed by the people, or the counties along the way.

The actual work done by these railroad laborers in 1854 is shown by great embankments still to be seen at places along the line. These were built up with wheelbarrows as long ago as 1854, and on the summit of one of them a large cottonwood tree has grown. At the streams which the road would have crossed the piles for bridges were driven in many places, and some stone work, it is said, may be found even today. Across some of the larger streams high bridges under which

the steamboats could run without striking their smokestacks were to be built. The whole plan was laid out as far west as Fort Des Moines.

At a great dinner held to celebrate the arrival of the surveyors at one place, an orator had said that any man was foolish who did not believe the road would be built. Nevertheless, it happened very suddenly in the summer of 1854 that work stopped, for the builder of the line had used up all of his money; at least it was said that he had, and he wrote a letter telling how sorry he was that matters had turned out so badly. He declared, however, that the Lyons road would be built if the people were patient. Since that time men have said that the whole plan was probably a wicked scheme to rob people of good money.

The most unfortunate thing connected with the whole failure, and the one which gives the name to this chapter, was the trouble in which the laborers found themselves. There were about 2000 persons in the families of the Irish emigrants who had been brought from

New York and Canada to work on this road. They were living for the time at and near Lyons, Iowa, and some were suffering great hardship. The company for which they were working had stored up supplies of groceries and drygoods which they used to pay the men. But long before the laboring men had been paid what was justly due them, these supplies were all gone. Among the articles distributed was a large quantity of calico, and from this fact the whole undertaking has been called the "Calico Road". It was a good thing for these people that the work ceased in the summer time; for they were enabled to find work in the country near by and some of them later were among the most prosperous farmers of eastern Iowa. Coming to Iowa to work for a railroad company which had no credit, they soon found homes in the rich prairie land they had been helping to dig up to make other men rich.

IX

THE BEGINNING OF REAL RAILROADS

Although there were other failures among railroads some, as early as 1850, were undertaken in real earnest. Before any cars entered Iowa, however, there was an interesting contest between the cities of St. Louis and Chicago for the markets of the new State. Great cities are made by trade; and if the entire trade of the Mississippi valley could be captured for its markets, Chicago would gain great advantage. St. Louis had the start of Chicago, because the river trade was all going in that direction.

There were cities in Iowa ambitious to become the railroad centers of the State. Dubuque wanted to be, next to the city of Chicago, the market and railroad center of the northwest. It would have been to the advantage of Dubuque, no doubt, had the

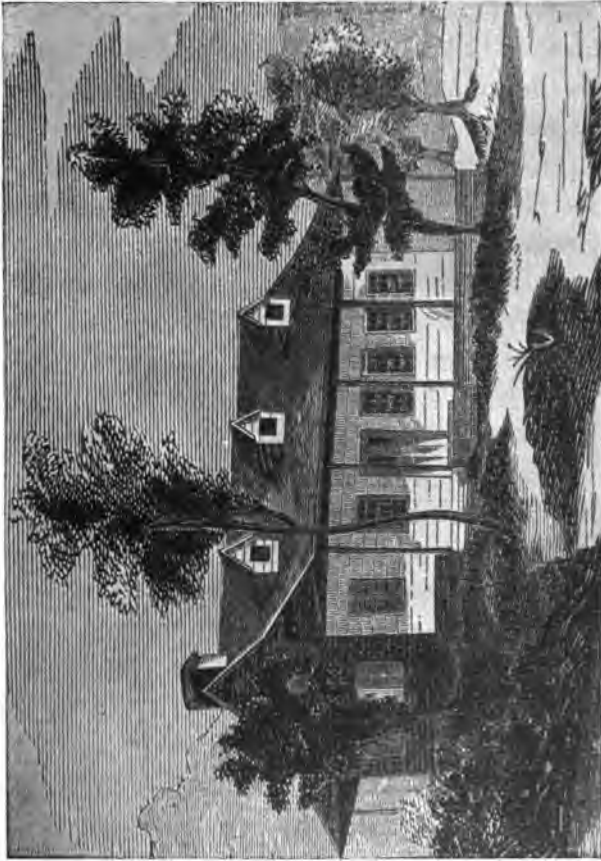
plan to build a line to St. Louis instead of to Chicago been carried out. At first the north and south road was not to run along the Mississippi River, but in a line which passed through the chief towns which had sprung up some distance back from that stream (See map, p. 80). The purpose of this line would have been to carry freight to St. Louis just as the river had before.

But the Chicago market was not idle; and the railroads were being pushed westward from that point toward Iowa. By the close of 1853 there were nearly three hundred miles of railroad in Illinois, while Iowa had none at all. Although the two cities mentioned, Chicago on the Great Lakes and St. Louis to the south on the great river, were trying each to win over the other, there were men in Iowa who saw the value of having two markets — one by railroad and one by water, or by both. These were the men, no doubt, who did the most to bring the lines of railroad into Iowa and to help them to get started.

About 1850 a company of men decided to

build a road from Davenport to the capital of the State (Iowa City). It was to connect, when it was finally completed, with another then being built from Chicago to Rock Island, opposite Davenport. As in other ventures of this kind, the men who were at the head had to find money to employ a surveyor to lay out the line. Congress was asked to allow the road to pass through the public lands; and along with that request was another to give the company about 210,000 acres to help build the road. But Congress seems to have been troubled with too many requests of that kind to respond to all of them. This refusal seems to have made no difference, for the company went ahead and got a name; at least it became afterward a part of the "M. & M.", or the Mississippi and Missouri, Railroad.

Not long after that company had set out to construct a road in Iowa, and the road from Chicago was well under way (in 1853), it was agreed to unite the two companies under the "M. & M." name; provided always that Iowa City (the capital) should be a sta-



FIRST RAILWAY STATION WEST OF MISSISSIPPI RIVER (AT DAVENPORT)

tion on the line. At the time this action was taking place Muscatine was busy in making

plans to have the main line run through that place, and then to continue westward through Washington, and on through Oskaloosa to Council Bluffs. If such a thing should happen, all the plans made by the company in 1850 would be overturned. The Muscatine plan must, in some way, be stopped. Immediately a man was sent in haste on horseback; and after an all night ride he reached the meeting called in Davenport. There he succeeded in preventing the movement to turn the line away and persuaded the officials to stay by their first plan. As a result there is a branch from the main line at Wilton to Muscatine. In September, 1853, the first tie was laid at Davenport, and in August, 1855, the first passenger train ran out of that city. The engine which drew that train was brought across the Mississippi River by a ferry.

It was in November, 1855, that the first train ran to Muscatine. On that occasion there was a great celebration which has been described in the papers of the time. The story of the feast that was provided for the

guests and the company present is almost unbelievable. No doubt it was true, however, that the twelve tables had pyramids of cake in the center, and that the pyramid on the main table was fully seven feet high. According to the same story, there were twenty kinds of meat among the eatables. It would be hard to find that many kinds now. But then there was abundance of game and it was brought to the market in large quantities. Turkey and quail and venison as well as other kinds of game were mentioned; and the other things which went along with such a dinner could hardly be described. This meal was prepared for a great event and the citizens did their very best. Never again would they have a chance to celebrate the first coming of a railroad. At night there was a grand ball. The next morning the guests from the city of Chicago returned, but not until Mayor Boone of that city had been presented with a token from the main table at the feast of the night before. It is remembered by some that the mayor told them of the eleven railroads which were to extend westward from his city.

By harvest time in 1855 the tracklaying on the Mississippi and Missouri Railway had been completed as far west as Durant, in Cedar County. Freight shipments were soon made from that place. Among the first things sent out of that vicinity were several barrels of game. It is said that the first cars of wheat went from that place; and that there, also, the first depot, or the first building to be used especially for that purpose, was built. The track was laid rapidly westward and by November, the people in Iowa City determined to help to complete it to that place by New Year's Day, 1856. A big celebration was planned in advance; and in order to finish the work so that trains could bring the expected visitors from the east, it was necessary to build huge bonfires along the track to keep the workmen warm. Men worked very hard and for long hours to finish the task before the time set. Not only the regular laborers who were accustomed to lay ties and to drive spikes, but also a number of citizens of the place helped in this work.

At two o'clock on the afternoon of January

3, 1856, the day set for the reception and speechmaking, the booming of cannon announced the arrival of the first train. Although the thermometer showed twenty degrees below zero, the company marched to the Capitol building. Here they were welcomed by a greeting from Mr. Le Grand Byington, the chairman of the day, and a gentleman from Chicago replied for the visitors. No doubt the visitors were glad to find a comfortable place at the feast of good things which followed, for, as usual on such occasions, there was an abundance of food for the whole company. The people of Iowa who had got the first railroad could afford to prepare a great dinner to celebrate it. It meant very much not only to the community where it stopped for a time, but also to the counties farther west to which no road had been built; and where none would be found until several years later.

It is of some interest to know that the committee which had the celebration in charge had left about \$500 over their expenses; and it was decided to use this amount in the sur-

veying of another road which they hoped would be built north and south through the capital city from Cedar Rapids on the north to Mount Pleasant on the south. But the direction of the railroads most in demand was east and west instead of north and south. Just as the main stage lines were east and west (as shown in *Book One*), so now the railroads followed the same direction. It was a long time before there were any north and south main lines.

X

OTHER MAIN LINES OF RAILROAD

The distance from Dubuque to Sioux City is about three hundred and twenty miles. At one place on the first railroad built between these two cities, there is a stretch of sixty-five miles which is perfectly straight. In building this road, the first thirty miles were the most expensive, because of the bluffs some distance back from the Mississippi River. At first, in 1855, the road was called the Dubuque and Pacific. Such a name shows that it was planned to reach the Pacific Ocean, for even at that early time men saw that a railroad would soon extend across the United States. Afterwards it fell into the hands of a new company and the name was changed to the Illinois Central, which has been kept to this day. It was during the years 1856 and 1857 that this road was started, and as early as May, 1857, it began

to haul freight and passengers from Dyersville, thirty miles from Dubuque.

Before January, 1858, the road had been completed and trains were running to Nottingham (not now on the map), forty miles from the Mississippi. Perhaps this railroad was more fortunate than some of the others in the beginning, since it shared earlier in the lands donated to Iowa by the government of the United States to be used to help railroads. Besides, the people were so glad to have it that they gave most of the right of way without any cost. By the "right of way" one means the ground owned by the railroad through the farms. The company fences this narrow strip, and it is as much private property as the farm or house and lot of any man. If a farmer did not want to sell the right of way, the company could take it anyway. The laws allow all railroads to do that; but the owner of the land can get all it is worth and often whatever damages are caused. Such arrangements would make much disturbance now, but when lands were cheap the right of way was a small matter.



FIRST BRIDGE ACROSS THE MISSISSIPPI FROM ITS SOURCE TO THE GULF OF MEXICO—IT CONNECTED IOWA AND ILLINOIS AT DAVENPORT

As soon as a bridge could be built across the Mississippi River, the Dubuque and Pa-

cific was to connect with a railroad which had been started long before from Chicago. This arrangement, of course, was the same as the one at Davenport where the M. & M. had been joined to another road opposite that city. The hope that Dubuque would become the railroad center and the market of the northwest was fast vanishing as the bridges were built across the great river which separated Iowa from Illinois. Chicago was preparing to gather all the crops into her big granaries. To be sure, St. Louis was trying to prevent the bridging of the Mississippi, or to stop it as long as possible. The people of St. Louis said that if bridges were built, traffic could not readily pass up and down the river and that, of course, would stop the trade with St. Louis. When a steamboat ran against the first bridge at Davenport and damaged both bridge and boat, there was a good excuse for fault-finding. The courts had to decide whether bridges could be built.

While the events mentioned above were taking place at Dubuque, another company was constructing the Chicago, Iowa, and Ne-

braska Railway westward from Clinton. The first rails were laid at Clinton in 1856, and about a year later the track had been put down as far west as the Wapsipinicon River. The track extended only a little farther on, that is to Yankee Run (in Cedar County), by January, 1858; and it did not reach Cedar Rapids until June, 1859. It is interesting to know that in this case the celebration could be held out of doors in the sunshine of June days, a much more favorable time of year than when the cars first reached Iowa City in the bitter cold of January, 1856.

Those who were present described that occasion as like the Fourth of July or a circus day. Big lumber wagons with the entire family on spring seats, or on boards laid across the top of the wagon box, were seen coming from every direction very early in the morning. The roads from the country districts were lined with teams and the excursion train from the east — they always came from the east — brought families on passenger cars or any other available kind. There were only three passenger cars belonging to

the new road, the Chicago, Iowa, and Nebraska (now the Chicago and Northwestern). Perhaps these were all needed for the city guests from Chicago.

After a great parade through the main streets of the city of Cedar Rapids and some speeches by Mr. Samuel J. Kirkwood and other noted men, who said happy things about the city and about the great State of Iowa, the crowd turned aside into a near-by grove to enjoy the picnic dinner. The tables were six hundred feet long and about four thousand people were served. Even then it was found that there was food to spare. A picnic dinner in mid-June was sure to bring together a great quantity of eatables from the homesteads of Iowa. Out of the abundance which came from the field, from the garden, from the fine herds of cattle, and from the poultry yard, the people in and near Cedar Rapids were glad to use a part to celebrate the coming of the first railroad to their city and county.

When the Chicago, Iowa, and Nebraska had begun to run regular trains from Cedar

Rapids eastward, and to connect with trains to Chicago, the good steamboat Black Hawk, with Captain Snouffer in charge, did a thriving business. It carried freight and passengers from up the Cedar River as far as Waterloo. The boat was unloaded at Cedar Rapids; but that was a less expensive way to handle freight than when it had to be taken by ox teams to the boats on the Mississippi. And it will be seen that now the produce went to Chicago rather than to St. Louis as it did when the steamer Black Hawk ran to the mouth of the Cedar River.

Besides the four railroads already mentioned there were, by the close of 1857, altogether eight railroads begun in Iowa. Among these were the Muscatine and Oskaloosa, which had been built twenty miles westward from the city of Muscatine; the Keokuk and Des Moines, which extended up the valley of the Des Moines River for thirty-eight miles; and the Keokuk and Mt. Pleasant railroad, twelve miles of which had been built.

About the time that the first roads were pushed out from Dubuque and from Clinton,

another company of men banded themselves together to build a line westward from Burlington. Again the name, the Burlington and Missouri River (or the "B. & M."), showed that it was sometime to reach across the State. It was soon joined to another line from Chicago and since then it has been called the Chicago, Burlington, and Quincy. This shows again how the city by the Great Lakes had fastened the Iowa fields to it; and how, as the iron rails were laid still farther west, the whole State would soon be bound to Chicago. As in other places, a great celebration was held at Burlington when the first train came there. Again Mayor Boone and other city officers of Chicago were present and they told how glad they were to have the cities on the river for neighbors. From Burlington westward the road seems to have had a very hard time in getting the first part built. Although the men who were trying to get the money had little of their own, they were not discouraged; it seems that they were such men as others would trust and in some way they succeeded in getting about thirty-

six miles built in 1857. It would go on, of course, as fast as money could be raised to build it.

The public land given to railroads was not available until a certain number of miles had been built. And as more of the line was completed, more land to aid in paying for it was donated. On either side of the line for a certain distance, every other section (640 acres) was to become the property of the company building the road. Farmers purchased the land at prices fixed by the company, and the money received was to help pay for the grading, the building of bridges, and for laying the ties and rails. Only because these roads helped the country through which they passed could the United States afford to give away so much public land.

It was the aim of all these lines, as has been said, to connect the rich farm lands with the markets. These and many more would be needed to carry away the produce of a new state. It would be well at this place to look at a map of Iowa which shows the principal railroads. Besides the roads which were

really built, there were many which were only talked about. People were made to believe that they would be built; and many persons subscribed money to help pay for them. Heavy taxes were to be paid by whole counties, and by cities. Men were so anxious to have a railroad near them that they would believe almost any rumor that one was coming in their direction. There is no way of telling how much money had been wasted in giving to worthless companies before 1857. It was natural for men to help get a railroad when they were far from market; in fact, every mention of one was encouraging. Perhaps they should have been sure that there was good reason for investing so much money before they came forward with it.

XI

THE BUSINESS OF THE RAILROADS

Some idea of the first railway shipments may be gained from descriptions of the produce carried by boats up and down the Mississippi River when they were the only means of transportation for long distances. For example, in 1847 the steamer *Fortune*, along with the barges which it pulled, while on its way to St. Louis took on board at the Oquawka landing 452 sacks of wheat. The charge was 12½ cents a bushel to deliver the grain at St. Louis.

Likewise the steamboat *Chippewa*, bound from Fort Madison, Iowa, to Galena, Illinois, loaded a cask of hardware besides a half dozen shovels and the same number of spades. At the same time another, the *Cecilia* from Oquawka, took on board 14 sacks of corn in the ear. The weight, being 2200 pounds, shows, however, that these

were very large sacks. The charge in this instance was 25 cents a hundred pounds. From the same port the steamer *Alexander Hamilton* loaded a barrel of pork and charged one dollar for its delivery. A similar kind of cargo, but very different in quantity, was shipped by the *Mendota*. It consisted of 16 barrels of hams, 24 barrels of shoulders, 32 barrels of lard, and 100 barrels of flour. The charge for transportation was 25 cents a barrel for all but the lard which cost $37\frac{1}{2}$ cents.

Among other steamboats which carried freight and passengers from the Mississippi ports was the *Excelsior*, which had at one time for part of its load 145 sacks of corn and a box of woolen socks. Another had among its cargo 30 barrels of meal; while the *Lynx* had perhaps the most valuable small packages in three boxes which contained nearly \$3000 of specie. It became responsible for this money for one dollar a box.

Such produce as the boats had formerly carried down the larger Iowa streams or had been hauled by teams to some point on the

Mississippi, was taken over by the railroads as soon as a few miles had been built. At once the work of the boats which had been engaged in the river trade to St. Louis was lessened. As soon as the mileage of the roads was increased, the freight shipments were likewise increased.

The wheat, corn, oats, barley, and other grain, and the manufactured meal and flour were now loaded much nearer the place where they were produced. There were not many cattle to sell, and the pork was not shipped to great packing houses. As shown above, the barreled salt meat and the smoked and cured hams and shoulders became a part of the freight carried by the railroads. Much wild game also found a ready market in the cities. Almost as soon as the first road was ready for freight, a single firm during the fall months shipped from a small town more than seven hundred and sixty dozen quail, besides several tons of prairie chickens. It was said that the game crop of the farmer yielded him a large sum of money and helped him to pay his taxes.

All of these products shipped out of the State, together with the manufactured articles shipped in, made much business for the new roads. More goods were used, it seems, when they were brought directly to the consumer than when they had to be brought long distances with oxen or horse teams. Perhaps the shipments of lumber, from the mills which were sawing up the pine logs floated down in rafts from the Wisconsin woods, were among the most important services of the railroads. Before that time pine lumber for finishing houses had to be hauled by wagon from Muscatine and other points on the Mississippi.

The shipments by boat, as mentioned, had among other things three boxes of money. That, of course, was not common freight, since it required special care. It was probably gold coin which had been received by the government agents in payment for public land. After railroads were in operation and express companies had regulated service in connection with them, such shipments of money would be made through their agents.

Special guards were necessary before the express companies had provided strong safes for valuable packages. The railroads, therefore, not only made it possible to hasten the marketing of farm products, and to return larger quantities of manufactured goods, but they also served as a route for companies designed to handle small valuable packages and to deliver them promptly.

XII

LAYING BY SOME MONEY FOR SCHOOLS

Schools cost money, — much money. That there might always be some money for this purpose, a plan was made more than one hundred and thirty years ago (in 1785) to set apart certain public land which could be used only for the support of free schools. This land should be given to each state and when it had been sold, only the interest on the money could be spent to pay for schools. In another place (Chapter IV) the surveyed or geographical townships have been described. The law of 1785 said that in each of these townships section sixteen should be kept for the use of the public schools. That meant that 640 acres of land in each of these townships would be sold, and all the money would be held thereafter, and put at interest.

Not until the Territory of Iowa had be-

come a State was it allowed to sell the school lands; but they could be rented, and the money from the rent could be used to pay the cost of schools. This would not be a very large sum, of course, for in the new country very few men would rent such land; they could get farms of their own. It was important that there should be school laws from the beginning; and at no time has Iowa been without a law by which the school lands should be cared for either by the county or the State. For many years, however, the free school in which all could be taught without paying fees was unknown. Indeed, many believed that it was not right to raise money by taxes to educate all alike. Some men are now living who can remember when there were no free schools.

When Iowa became a separate territory in 1838, and the counties had been set off; and when the officers had been elected in each one, or a county had been joined to some other for a time until it had an election of its own, the school lands had to have some attention. And as the townships were sur-

veyed, the county officers took care of the sixteenth section in each one. Very often even to-day men will speak of the school section or of the school land in the township where they live. The man who lives on the school section either bought his land from the State or from some man who had bought it many years before when the State first offered the school section for sale. In territorial days the county officers rented the land or appointed someone to watch over it if there was anything that could be carried away, or could be damaged. There are several interesting records to show how this was done.

If a settler went upon the school land to carry away anything, he might be fined or sent to jail; but the man who was appointed to guard it might be allowed to use what firewood he needed, or to take such timber as he would want to build a house or stable. In some places he could only have the fallen trees; he could not cut the standing timber. Again, he might be told to sell the wood from the land. In Des Moines County, for example, in April, 1840, the county board of com-

missioners asked a man to sell the rails which had been made on the sixteenth section in township seventy-one north, range three west (See pp. 42, 44, or a map of Iowa which shows the townships and ranges on the margin). The money received from the sale of these rails would be put into the county treasury and be used only for the support of schools in the township. In the same county, in 1843, some man was charged with trespassing on the school section in another township. Perhaps he had taken timber from it. He was arrested and was about to be tried before the court but was let go if he would pay the costs of all the trouble he had caused.

In Scott County a Mr. Nathan Newby was appointed to superintend the school section in Davenport Township. He was to have for his pay as much of the fallen timber as he might need for his private use; but he was forbidden to cut any "green or standing timber". Perhaps the most interesting and curious arrangement is the one found among the old records of Dubuque County. A good

many know that in that part of Iowa the lead mines have been of great value since the time of Julien Dubuque, who worked them in the days when Spain owned all this land west of the Mississippi River. It was in 1844 that section sixteen in township eighty-nine north, range two east (See diagram, p. 42), was rented to a Mr. Stewart. He was to give in rent to the trustees of the township (such officers were in every civil township) one-tenth of the first twenty thousand pounds of ore which he took out of the mine; one-ninth of the next ten thousand pounds; one-eighth of the next ten thousand; one-seventh of the next ten thousand, and one-sixth of all the rest. In another township the renter was to give one-sixth of the first twenty thousand pounds; one-fifth of the next thirty thousand pounds, and one-fourth of the remainder. All the ore which came into the hands of the trustees would be sold, of course, and the money would be used for the public schools.

Only a small part of all the school sections in Iowa was timbered land; and only in Dubuque County would one expect to find sec-

tions with lead mines opened upon them. No doubt very many would have been coal land had they not been sold before the coal mines were well known. No harm could be done to such lands on the open prairie, but men often settled upon these sections and commenced to make improvements before they had any right to the land. That is, they took a claim upon the school section, as anyone might if he expected to pay for it when it came into market. Should he be unwilling to pay the price which had been put upon it he would have to move off in order that some other settler might have it. To be sure, the house or barn or fences which he had built must be paid for by the buyer.

School land, of course, cost no more than any other near it; for the price of \$1.25 an acre was all the settler had to pay. Besides he had a long time to pay for it at that price. All the money which came from the sale of school lands after Iowa became a State (they were not sold before) was put into the hands of a county officer called the school fund commissioner. From 1847 until 1857 there was

such an officer in every county which had its own officers. He sold all the lands offered in his county and loaned the money to those who wished to borrow it. At that time the rate of interest was ten per cent whether one bought land on time or borrowed money from the school fund commissioner. A small amount of money then brought a good income for the use of the public schools. People said that there would be enough after all the land was sold to carry on schools without any tax at all. How mistaken they were we shall come to know when the whole story of the school lands and school money is told.

As the interest from the lands which had been sold or from the loaned money came into the hands of the school fund commissioner in those days, he was required to distribute it among the townships of his county. The share which each one should receive was decided by the number of persons between five and twenty-one years of age in the township. For that reason a great many townships received only a small sum; not enough to keep up a school for even a very short term unless

the persons who wanted it were willing to pay for it by subscribing money to add to the fund.

Besides the land in the sixteenth section in each township, there was another large gift from the United States to each state for the purpose of making improvements, such as building canals, railroads, and perhaps public buildings. But in Iowa it was decided to ask Congress for permission to use all of this gift of 500,000 acres also for the public schools. Of course, the national government did not object to the State's doing as it wished with what had been given to it. It was to be sold in the same way as the other school lands and the money put at interest. Nor was that all the gifts from the United States to the states for the benefit of the schools; for when public land within a state was sold by the agents for the government, five per cent of the entire amount of the sales was given to it to be put into the school fund already mentioned. Many thousands of dollars were thus received from the treasury of the United States and loaned by the officers

of Iowa. But, unfortunately, a good many thousands of dollars of the school money were lost through bad loans and bad management. It is a long story which did not end until after many experiments had been tried. The General Assembly of Iowa made many laws for the management of the fund for the common schools before it found a way to prevent the losses and the expensive ways of handling it.

Along with the land for the public or common schools there was a separate gift of two townships of land, that is about 46,000 acres, for a school called in the law of the United States a "seminary of learning", when the Territory of Iowa should become a state. That amount of land came into the hands of the board of trustees who were first appointed in 1847 to establish a State University. Just as the sixteenth section and the 500,000 acres were sold to make a school fund for the common schools, so the two townships were sold to make a fund for the State University. These funds were kept entirely separate, and in each instance brought in inter-

est as soon as any of the land had been turned into money:

These public funds, however, do not show all the ways in which money was set aside for schools. Very early in the history of Iowa leaders of some churches came as missionaries and they had to be supported by people who were willing to help in the older states. In that way schools were begun at Dubuque, Davenport, Burlington, and other towns. These were the first parochial schools in Iowa.

XIII

LAWS FOR THE PUBLIC SCHOOLS

There were school laws in Michigan when the Iowa country was under its government. And during the two years that the laws of the Territory of Wisconsin were obeyed here the people could have had some guide to the regular way of conducting schools. But there was no such Iowa law until 1839 when the first territorial legislature was called upon to make one. By this act the county officers laid off the districts whenever the people asked them to do so. A case of that kind happened in Lee County and two townships were organized into districts. Each surveyed township became a single district six miles square. Small divisions with few settlers could not support a school. There were no school taxes then, and each parent paid for the number of pupils he sent.

Governor Robert Lucas wanted the Terri-

tory of Iowa to take a leading place in plans for schools, and very soon he asked the legislature to pass another law. A number of men had been looking for a good one and they seem to have favored the school law of Michigan. At all events the new act of 1840 was exactly like that of Michigan. So we borrowed this law from Michigan just as we borrowed a part of the constitution of that State; and just as we had borrowed the law for making civil townships from Ohio. Besides, at a later time (in 1857) we borrowed another school law from Ohio. Iowa, then, has been a good neighbor who believes in taking advantage of the good things which its neighbors have tried.

After 1840 the civil townships were divided into school districts just as the county had been divided before, but by officers called township school inspectors. They visited the schools and examined the teachers whenever there were any asking to teach. The district voters decided how much money they would raise for the school, but the law did not allow them to have more than ninety dollars for

teachers for the whole year. They might collect some for a library case and not more than ten dollars for library books. And it is interesting to know that in some districts a library was among the first things they thought necessary.

Many men believed that more money was needed for the public schools, and that not much progress could be made until a larger income was at hand from the public school lands. Taxation was not thought of then as a way to get large sums for education in the common schools. The majority of the legislators were agreed that it would be better not to make any more school laws until the territory became a state. Before that time came the constitution which was adopted required the law-makers to provide for a public school system. And it was this part of the constitution which was taken from Michigan. It contained a paragraph about instruction in agriculture which may have suggested using it for the prairie State of Iowa. Then the portion which described what the University of Michigan was to be may also have had

something to do with the choice of the Iowa men. From that time there has been frequent mention of the teaching of agriculture, although only recently has there been any real attempt to teach it in the common schools.

In 1847 and again in 1849 there were other school laws passed by the General Assembly of the State. In each instance a number of improvements were made in the management of the districts. But the most important part of the law of 1849 allowed the districts to have classes above the common branches. The voters could decide this matter as well as the question of what subjects should be studied and how many teachers should be employed to teach them. Besides, they might order more than one school house to be built in the district and if they wished it, the board of education should classify the pupils. Such higher schools were not intended for towns only, but in the first place for any township or rural district. Probably the legislature was acting according to the advice of the State Superintendent of Public Instruc-


tion, Mr. Thomas H. Benton, Jr., who had said that such higher classes would help to prepare teachers for the common schools. It had been found that well-prepared teachers were scarce.

In October, 1852, a country district decided to build a house large enough to be "comfortable and convenient" for all the district. By June, 1853, it was to be ready for the pupils. It was shown that the cost for teachers in that district had been twenty-four dollars in 1849; it was thirty-seven dollars in 1850; and in 1851, thirty dollars. The board had decided to keep twenty dollars of the school money for a summer term, and at the same time each pupil was asked to furnish a half cord of wood all ready cut for the stove in the winter months. By a law of 1853 parents of the pupils were required to pay the cost of the schools after all the money from the school lands or from taxes had been used. In Muscatine a regular fee of ten cents a week for each pupil was asked during the first year under this act. The next year it was raised to twelve and a half cents a week.

By 1854 graded schools were talked of and in some places pupils had been formed into graded classes. Sometimes the name of "union school" was given to such arrangements. Any building which accommodated more than one room and teacher might be called a union school. In such a plan there were higher classes, especially for those preparing to teach. At least two of these union schools in Iowa became well known: one at Tipton opened in 1856 by Mr. Christopher C. Nestlerode, and one at Osceola opened about the same time by Mr. O. H. L. Scott. Pupils came from many counties to these schools and then returned to teach the common schools near their own homes. The men who were at the head of the two schools mentioned had been teachers in Ohio and knew of the union schools in that state. Indeed, the first one named was successful in having the Ohio law for such schools adopted in Iowa in 1857.

About the time graded and high schools were first opened, Governor James W. Grimes advised the General Assembly that

the school laws should be re-written. To do this work, he thought men well informed on the subject should be chosen. The General Assembly agreed, and the Governor named for that duty Mr. Horace Mann, who had been so successful in establishing the common schools of Massachusetts; Mr. Amos Dean, then president of the State University of Iowa but living at Albany, New York; and Judge F. E. Bissell of Dubuque, who was well acquainted with the Iowa laws. It happened that Mr. Bissell was unable to serve on this commission and the other two did the work. They revised the school laws of Iowa and put them all into one bill, which they expected the legislature to pass in 1857. It was a year afterward, however, before any action was taken. Before that time a new constitution had been adopted for Iowa, and some important changes in the government of schools had to be made.



XIV

THE FIRST STATE SCHOOL

It was said in another chapter (XII) that two townships of land were given to Iowa for a "seminary of learning". The words "State University" were not used anywhere in the law by which Congress granted the land to the different states for this purpose; but it came about that in the western states these schools were called universities. The 46,000 acres of land in the two townships were to be sold; the money was to be put at interest, and the interest only could be used to support the school.

It was in 1847 that the University of Iowa was established; that was about as soon as Iowa became a State. But the establishment of such a school does not mean that it was opened for students. Indeed, it was nearly ten years before any students could be admitted. The law of 1847 said that there

should be a board of directors or trustees who should take care of the university lands and sell them. They should collect the interest, and when they thought the proper time had come to open the school they should do so. No one knew just when there would be money enough to get a building and begin the teaching.

Before that time had come, a very strange thing happened; for in 1849 another law was passed by which the university lands and money were to be divided among three separate universities. To be sure, they were called branches; but it seems that they were really divisions. One was to be at Fairfield and one at Dubuque; while the one mentioned in 1847, and which was perhaps the only one then thought of, was at Iowa City. Besides the three divisions of the university, there were also to be three normal schools which should have a share of the university money. One was to be at Oskaloosa, one at Mt. Pleasant, and one at Andrew. Of all these different schools which the laws mentioned, the division of the university at Fairfield com-

menced a building, and the normal schools at Oskaloosa and at Andrew really had students; but the whole matter of divisions was soon given up, because it was believed to be a mistake. After the new constitution was made in 1857 no such laws could be passed.

The trustees of the State University did not decide to open the school until in the spring of 1855. Even then they had very little money with which to begin. But a president and several teachers were employed so that in the fall of 1855 classes had been arranged for the year, which would be the first year of the new school. A small building, which had been used before as an academy, was rented, for the Old Capitol building (See cover picture), which the law of 1847 had said should be given to the University at some time, was still used for the State offices. Not until 1857 was the Capital moved to Des Moines and the University permitted to move into its own quarters.

XV

THE FIRST COLLEGES

Sometime before Iowa became a State there were a number of plans for academies or schools to prepare young men and women



FIRST BUILDING FOR IOWA COLLEGE
IN DAVENPORT. NOW A RESIDENCE

for college. Not very many of the large number planned, however, ever got so far as to have teachers and classes or even a building. There was one at Denmark, in Lee County, which lasted from 1843 to 1912.

Many hundreds of boys and girls, not only from Iowa but from other states also, have been in attendance there. They became teachers in the common schools and some of them later were well-known scholars. Not far from Denmark, at the town of Mt. Pleasant, there was another school known for many years as Howe's Academy. It was opened in 1844 and to this day, it is said, one of the Howe family conducts it. From that school, also, many young men and women were sent out to teach the schools in Iowa and neighboring states.

Most of the colleges which were begun by different groups of church people had to commence as academies and to grow into colleges as they got money and students. Their history is full of difficulty; and much hard labor was necessary before they succeeded in their plans. Among the first of these was an institute or an academy (these were often called institutes) at Mt. Pleasant which was begun in 1842. That was the beginning of Iowa Wesleyan University, which got its present name in 1855.

In 1846 the trustees of a new college decided to put their school at Davenport. It was named Iowa College, because long before that time a group of young men in New England, while they were college students,



SECOND BUILDING FOR IOWA COLLEGE,
DAVENPORT. IT WAS ON THE SITE
OF THE DAVENPORT HIGH
SCHOOL

had made up their minds to come to the Territory of Iowa on purpose to become ministers and to build a college for their church people. They held meetings and talked a great deal about the college in Iowa—the one they were going to build. When they reached Iowa in 1843, they wanted to buy a

large piece of land and to put their college just where the present city of Independence is built; but the wise men in New England said that it would not be best to do that. Since the money to buy the land would have to be raised in New England, there was nothing to do but find another place. That was the reason Iowa College happened to be placed at Davenport. But in 1859 it was moved to Grinnell.

The group of young men who were so much interested in the future of Iowa has been called the Iowa Band of 1843, because they had bound themselves together to go into the western territory as missionaries. They became ministers and at the same time helped to support the new college and the public schools which were being opened. Very many interesting things have been written about them and their work in Iowa. They were students at Yale College and at Andover Seminary before they set out for Iowa, and at those two schools their plans were first laid for the Iowa College they intended to build.

About 1853, while a minister was riding across the Iowa prairies, he came to a hill from which he had a fine view of the surrounding country. He could see in all directions, but toward the south there was a beautiful valley; and toward the north the level country stretched away for many miles. This minister had tried nearly ten years before to build a college in another place. He had really found a teacher to become the head of his college and at one time it promised to be a success. But it was too early, it seems, to open such a school.

Now he determined to place a college on the very hill where he stood and looked about on the rich country. For that very purpose he bought the land. He began to raise the money to put up a building for the students who, he felt, would be certain to come there after the college was ready. Within a very short time a small brick building had been completed — it is still in use — and the first students were admitted to the Mt. Vernon seminary. That was the beginning of Cornell College.



Cornell College.

THE SMALL BUILDING IN THIS PICTURE IS THE FIRST ONE FOR CORNELL COLLEGE. IT IS STILL IN USE

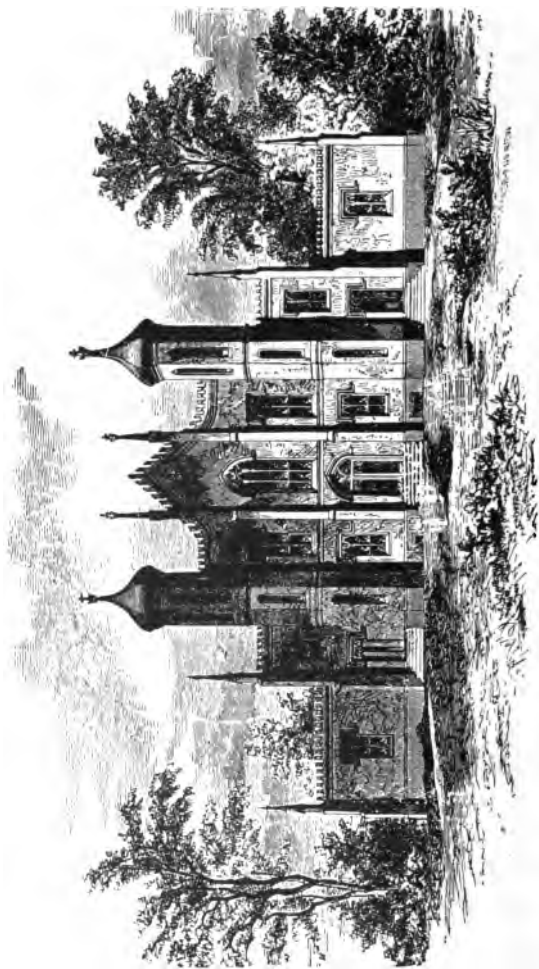
It was at the same time (1853) that another group of church people held a meeting or convention to decide where they should commence a college in Iowa. They had a hard time to agree, but it was finally put at Burlington. It had a large name — Burlington University — although it never got very far beyond an academy. The same people not long afterward began to talk about another college nearer the central part of the State. To settle this matter they held another meeting at which they agreed to build such a college at Pella. That was the beginning of Central University which these people supported until 1916.

Before 1857 the first steps had been taken to build other colleges. For example, Mr. Coe, whose name Coe College bears, had given some money and a large piece of land near Cedar Rapids to build a school. Perhaps he did not know how long it would be before the school would become a college; but he gave the land and money for some kind of a school which at first was called Coe Institute. It took much courage and plenty of

hard work to build a college from such small beginnings as some of the Iowa colleges had.

Another group of church people selected an open prairie in the southern part of Linn County for their future college. There was not one building there when they started to make a home for the students. Indeed, they expected to build a town along with the college, for by the sale of the town lots they planned to raise the money for the college buildings. That was the beginning of Western College, now known as Leander Clark College at Toledo, for it, too, was moved.

People were determined to have right here, at home, the schools which they had known in the states from which they had come. It was too far to send boys and girls to the old home colleges; and the only thing they could do was to build them in Iowa. To be sure, there were other reasons also, since people were anxious to make Iowa a good State in which to live. Men and women were ready to give time and hard-earned money to build schools if their families could be given such advantages. Perhaps the reason for so many



SEMINARY BUILDING AT DUBUQUE: FOUNDED FOR GIRLS BY CATHERINE BEECHER IN 1852

academies as were planned before there were any high schools was to prepare boys for college; and the seminaries were to teach the girls something about the fine things in painting, music, fancy sewing, and a little out of books. Of course, now much better opportunities are provided.

XVI

SOME EARLY NEWSPAPERS

To-day every one expects to have a morning or an evening paper and sometimes both. It is not easy for us to think of a time when there were no dailies; but for the earliest settlers there were no Iowa papers at all. And because there were no telegraph or telephone lines news traveled very slowly. Since eastern Iowa was settled first, naturally the first newspaper appeared in that part of the Territory. As the people kept settling westward newspapers became more numerous. All of the settlements have some history of their first papers and in them are found many interesting things. A few of these papers may be mentioned.

The first one was published at the settlement about the lead mines near Dubuque, Wisconsin Territory, as the heading of the paper shows, in 1836. It was called *The*

Visitor and the editor was Mr. John King. His printing outfit was brought from Cincinnati, probably by way of the Ohio and the Mississippi Rivers. The motto of that paper, the first one in the country west of the Mississippi and north of Missouri, is worth remembering, for it read: "Truth our Guide — the Public Good our Aim". In the first number of *The Visitor* there was an article on the country surrounding Dubuque, one about "Good Housewives", and another which advised the division of the Territory of Michigan.

After some severe trials, a change of owners, and finally a change in name to *The Iowa News*, this first paper was given up in 1842. A copy of *The Iowa News* may be found in the public library at Dubuque. It is dated at the Upper Mississippi Lead Mines, Iowa Territory, Saturday, August 11, 1838. Before 1842, however, the *Miners' Express* (at Dubuque) had been begun, and by 1844 there was another paper, called the *Iowa Transcript*. In 1848 one called the *Democratic Telegraph* sent out its first issue, and the

material with which it was printed was afterward (in 1853) sent to Fairfield, Iowa, where the *Fairfield Ledger*, one of the oldest papers in Iowa, was then established. The *Dubuque Herald*, first printed about 1851, was soon afterward united with the *Miners' Express*.

It was about a year after the first appearance of *The Visitor* at the Dubuque Lead Mines that the first paper at Burlington — the *Territorial Gazette and Burlington Advertiser* — was published. James Clarke, afterwards the Governor of the Territory, was the publisher; and it seems that he printed the first paper at Belmont, the capital of Wisconsin Territory, before it was moved to Burlington. So it may be said that his paper was begun at Belmont in 1836, and was moved to Burlington in 1837. After Iowa became a State in 1846, the name was changed to the *Iowa State Gazette*.

Before 1838 Dr. Isaac Galland had published the *Western Adventurer* at Montrose (in Lee County), one of the oldest towns in Iowa. It happened that the printing material which he used was later taken to Fort

Madison to print the *Patriot*, which had been begun by Mr. James G. Edwards, a well-known editor. The *Patriot* at Fort Madison did not continue very long, but the name was used again, in 1839, at Burlington where Mr. Edwards started the *Iowa Patriot*. Very soon afterward he gave it the name of the *Hawk-Eye and Iowa Patriot*. This name was thought very suitable, since the Iowa people were to be called Hawkeyes — a name which, it is said, was first suggested by Mr. Edwards while he was in Fort Madison. Out of these several names has come the *Burlington Hawkeye* — a paper known throughout the country.

The *Iowa Standard* was first printed at Bloomington (Muscatine) in 1840; but the next year it was taken to Iowa City, the new capital of the Territory. This paper, and the *Iowa Capitol Reporter*, were newspapers which contained the local news at the capital of the Territory. When the people were trying to adopt a constitution for the new State, there was much in these two journals about it and the way to conduct a state government.

In 1846 the entire constitution was published in these papers. About that time also the newspapers took considerable care to publish the names of banks from which the money, that is to say paper which they issued as money, could be regarded as good. And when the school law of 1847, the first under the Constitution of 1846, was passed, there were editorials on education and the care of the school lands.

About a week after the first number of the *Iowa Standard* the *Bloomington Herald* appeared. For nearly ten years it kept that name until in 1850, or near that time, it was changed to the *Muscatine Journal* (the name Bloomington was changed to Muscatine in 1849).

The Iowa Sun and the Davenport and Rock Island News was the very long name given to the first paper printed in Davenport. It seems to have lived for at least four years even with its long title. In 1841 the *Davenport Gazette* was begun; and the same year there was printed the *Fort Madison Courier*, the paper which later became the *Fort Mad-*

ison *Plain Dealer*. Names were changed so often that it is not an easy thing to keep account of all of them.

The *Iowa Argus and Lee County Advertiser* was another paper with a name almost as long as the one at Davenport. It was published for only a few months at Keokuk. It seems to have been the wish of the editors of some papers to have a name that would take in the whole of Iowa, and at the same time to have it belong especially to the county or town in which it was printed. In 1847 the *Keokuk Register* was started with only three subscribers; but so worthy were the editors that within a short time it had fully eighteen hundred. In 1849 the *Des Moines Valley Whig*, which had been published at Keosauqua from 1846, was united with the *Keokuk Register* and these two, it seems, were the beginning of the *Keokuk Gate City*, a name which has been well known in Iowa since 1855.

In 1848 the *Frontier Guardian* was published at Kanesville, a name given to a settlement where the city of Council Bluffs is now

built. The paper was edited by the leader of the Mormons who had stopped in western Iowa after they had been driven out of Illinois. Later they moved on to Utah and the *Frontier Guardian* was no longer published. It had been supported to defend the teachings of these people and there would have been no place for it after their departure. They are remembered in Iowa not only by the fact that they remained for sometime on the Missouri River, but also by the so-called Mormon Trail across the State in the southern part.

Names may show the political party to which a paper belonged, as the *Des Moines Valley Whig*, just mentioned. Or they may point out the location of the place where they happened to be published, as, for example, the *Keokuk Gate City*; for Keokuk is in fact at one of the gates to Iowa. Why the first paper at Fort Des Moines was called *The Star* is not quite clear unless, indeed, it was to point the way to the coming settlers in this new State. It was printed in the soldiers' barracks in 1849 at the fort where the city of Des Moines is now, the printing outfit having



KEOKUK IN 1848. THIS PICTURE IS SUPPOSED TO HAVE BEEN DRAWN BY ROBERT E. LEE. IT WAS FOUND IN WASHINGTON, D. C.

been brought across the country from the eastern part of the State. It was a great task to move on wagons such heavy material as printing presses and type over the new roads and across the unbridged streams. *The Star* soon became *The Argus* and later *The Statesman*, and in 1857 it was honored with the title of the *Iowa State Journal*. Perhaps the coming of the capital to Des Moines that year was the reason for the new name. The *Fort Des Moines Gazette* was first issued in 1850 and it, too, had an office in the army barracks not far from the office of *The Star*. In 1856 the *Iowa Citizen*, which seems to have been the beginning of the *Des Moines Register*, was first published; and since that year the name of the *Register* has been widely known in Iowa. By that time a great many papers had been begun, for Iowa was being settled very rapidly.

These papers generally gave much of their space to politics both national and state, and they were very anxious that their party should win in every election. Although there was some news from foreign lands and from

distant parts of America, such news was received long after the events had occurred. Not so much space was given to advertising as today, and the advertisements printed were very different from those of the present time. In the early forties a new cook stove was put on the market; it was considered a very great improvement over the fireplace for cooking. A picture used in the advertisement shows a low fire box to which was attached a flat extension without any oven. It was supported on three legs, the one in the rear being very long, the two in front very short. There were none of the features of a modern kitchen range. A plow, also, which had just been invented had advantages not known anywhere before. It was especially useful in the soil of Iowa. Although a single one could be purchased they were somewhat cheaper by the dozen.

In several instances, the wholesale merchants of St. Louis advertised their wares through the Iowa papers. One may find also a call for bids on carrying the mails over various routes, seventeen being mentioned in

a single list. Besides, the long column of uncalled-for letters shows how very slowly mail was delivered. It is of some interest to



AN OLD POST OFFICE ON THE MAIL ROUTE BETWEEN
DAVENPORT AND IOWA CITY

us in these days to know about the prices of produce as published in these papers in the forties. For instance, in April, 1846 at Bloomington (Muscatine) winter wheat was

50 cents a bushel; spring wheat was 40 cents; oats 15 to 18 cents; corn 12 to 18 cents; barley 50 cents; rye 45 cents; potatoes 20 cents; butter 12½ cents a pound; and eggs 5 cents a dozen. This list of marketable articles suggests the products upon which the people depended for money.

XVII

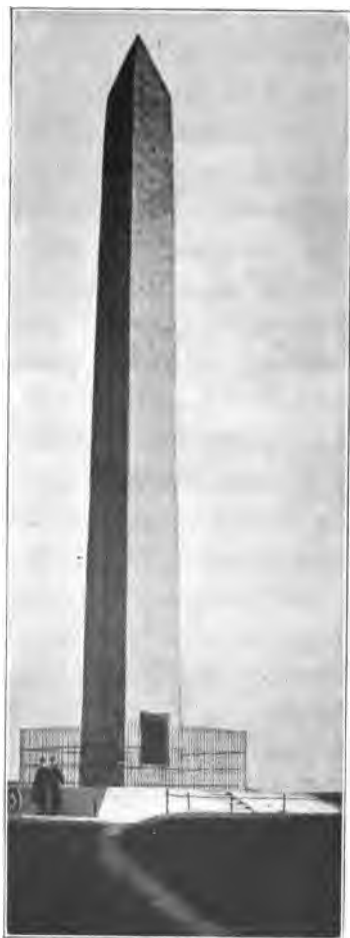
OPENING THE WAY

There must always be leaders in finding out a new land. We read of Columbus; and of many other men of different nations who came across the ocean to find out more about different parts of the new world. But it was long afterward, that the Frenchmen, Marquette and Joliet, in 1673, came across the great lakes and then up and down the rivers of Wisconsin until they reached the Mississippi along the eastern side of Iowa. They had carried their canoes from one stream to another until they came to the one which bore them directly into the great stream of which they had so often been told.

These men were the first whites known to have set foot on the soil of Iowa. The spot where they landed from their boats as they floated along the eastern border is believed by some to be near the mouth of the Iowa

River. Not far from that place and somewhere along the Iowa River in the present county of Louisa, they met the Indians at their village. To be sure, it was thought for a long time that the meeting took place on the Des Moines River; but all do not agree about such long-past events. It was these brave Frenchmen who helped France to claim all this western country which the United States bought about one hundred and thirty years afterward.

But they only touched the border of that land which was later to become the State of Iowa. After it was the property of the United States, other men were sent to find out more about it. One company, sent in 1804 to go across the whole country as far as the Pacific Ocean, traveled up the Missouri River along the western border of Iowa. Their long journey of more than two years in going and returning has been forever remembered in Iowa by a monument near Sioux City. It marks the grave of a soldier, Sergeant Floyd, who belonged to the Lewis and Clarke exploring company in 1804. Although



THE FLOYD MONUMENT
SIOUX CITY

he was buried there by his comrades in that long-ago time, the grave was not marked until 1900, almost a hundred years afterward. The histories of the United States call this journey of the company in 1804 the Lewis and Clarke Expedition. It was not sent out just to examine the part of the Louisiana Purchase since made into the State of Iowa; it only happened that the one soldier to

die on the long journey across the country to the Pacific Ocean was laid to rest on Iowa soil.

The next year, in 1805, another company of soldiers passed along the eastern side of the present Iowa; places to build forts were selected, for it was believed that soldiers should be kept in this part of the west. General Pike, the commander of this company, was ordered to find the best places for this purpose. From that time soldiers were either kept on this side of the Mississippi or they were near at hand. For many years it was the duty of the soldiers to keep order among the Indians and to build other forts in the new country as they were needed. As the settlers came in, the soldiers were moved farther west to protect the open country, and to see that neither the white men nor the Indians did anything which the law forbade. The march of General Pike has been remembered by a monument erected in a park at Burlington. It is placed on the very spot where he is supposed to have stopped in 1805.

While the Iowa country was attached to

the Territory of Michigan, some soldiers were ordered, about 1835, to travel over the interior of the Iowa part. It has been said that they traveled more than one thousand



MONUMENT TO MARK THE LANDING PLACE OF GEN.
ZEBULON M. PIKE IN 1805. IT WAS ERECTED
BY THE DAUGHTERS OF THE AMERICAN
REVOLUTION AT BURLINGTON

miles during the summer as they went in different directions through the territory; and at the end of the journey one of the officers, Lieutenant Albert M. Lea, whose name is remembered in a town of Minnesota, wrote a story of what he had seen. That was the first description of the land in this State. His little book is to be found in only a few places, and it would cost considerable money to buy it if it were offered for sale.

As the settlements grew westward and northward in Iowa, it was found that they needed protection from the Indians, especially from the Sioux tribe. Forts were built in different places and the name of Fort Dodge, one will readily see, grew out of one of these. North of that place, at Spirit Lake, a dreadful massacre of settlers took place in 1857. Men hurried from Fort Dodge and from Webster City to help protect those that remained. It was a hard journey in the cold of winter and the men who had volunteered suffered many hardships while some lost their lives from exposure to the storms. About Spirit Lake whole families were killed



OLD FORT ARMSTRONG, 1816. NEAR DAVENPORT

and women were carried away as captives. Many settlers gave up their homes until the Indians could be driven out of the country, and the Sioux were feared for a long time afterward.

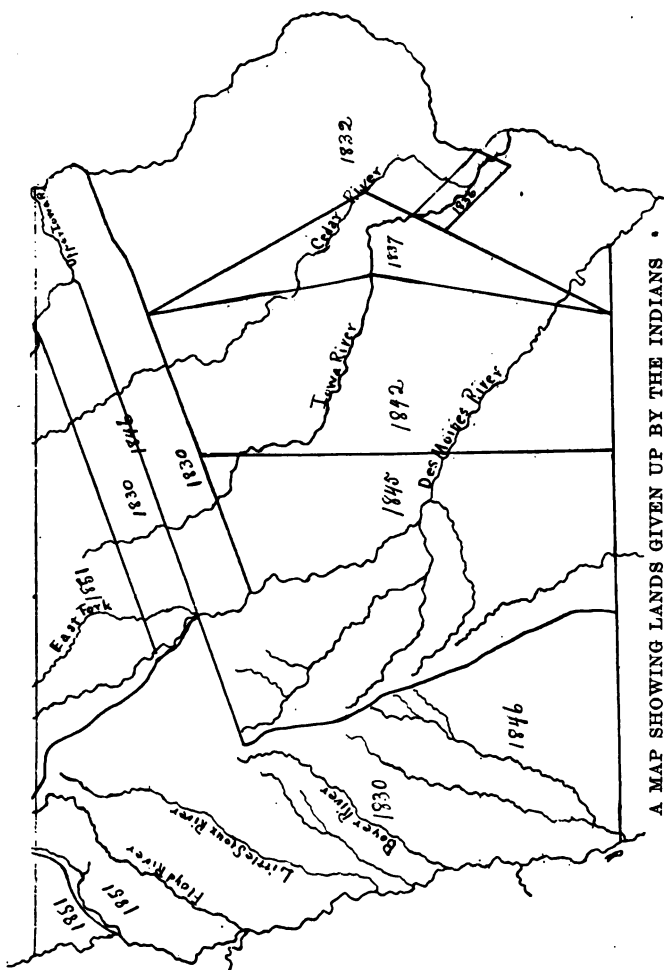
Soon the entire land was known to white men who roamed over it in search of the best farms. The days of the Indian and the soldier were soon forgotten in the hurry to make a home; only when there were stories of the return of the redmen did the whites think of the time when the soldiers stood guard over them. The need grew less and less as time passed. The farmer found his own place; he was satisfied to build his cabin and to protect his own family from the small dangers on the frontier. He soon forgot the services of the soldiers and the work of those who had so long before opened the way.

XVIII

WHAT THE INDIANS OF IOWA GAVE UP

In *Book One* a short chapter told something about the Indians leaving the Territory of Iowa. But here it will be well to tell more carefully just what parts of the land they gave up at different times. The map may be helpful in showing what was done as the government of the United States arranged the different meetings where the treaties, that is the agreements, between the officers of the United States and the Indian chiefs were made.

As early as 1825 a line separating the Sacs and Foxes from the Sioux was drawn on this side of the Mississippi River. These tribes, it seems, were bitter enemies; they never forgot their earlier quarrels. The line at first was to begin at the mouth of the Upper Iowa River (in northeastern Iowa) and follow that



stream up to the first fork; then up that fork to its source. It then took a southwesterly direction across the Cedar River to the forks of the Des Moines River. From this point it went straight to the lower fork of the Big Sioux or Calumet River, and down that stream to the Missouri River. But because a certain band of the Sioux Indians was not present at the making of this treaty or agreement, the line from the Des Moines to the Missouri River was not fully settled.

The Ioway tribe and other Indians had some claim on the lands bounded by this line and the rivers on the east and west sides of the territory later belonging to this State. But the government promised to make everything right if there should be any fault-finding. The Ioways and the Sacs and Foxes were to occupy the region without quarreling until some decision could be made. Again, in 1830, the Sacs and Foxes, the Sioux, and other tribes promised to give up their claims to land in western Iowa, if they were allowed to hunt and fish there, as the President of the United States should direct them. Perhaps

the tribes were to be given certain portions so that they would not get into trouble with each other.

The land which they were to use in that way was bounded as follows: beginning at the forks of the Des Moines River the line was to run north past the source of the Little Sioux and the Floyd River to the fork of the first creek which runs into the Big Sioux (or Calumet) River on the east side. It kept along this river and then along the Missouri to the line which formed the northern boundary of the state of Missouri. Then it followed this boundary eastward to the divide where the streams flow into the Des Moines on the east and the Missouri on the west. From that point it wound along the divide (watershed) between these two large streams until it had come opposite the Boyer River (See map), when it was drawn straight to the starting point (the forks of the Des Moines River).

It was the same year (1830) that the Sacs and Foxes and the Sioux were kept farther apart by a forty mile strip formed by laying

off twenty miles on each side of the line which had been put between them in 1825. It may have been strange enough to put forty miles of land between neighbors to keep them from



THE MAHASKA MONUMENT, ERECTED AT
OSKALOOSA TO COMMEMORATE THE
INDIAN CHIEF WHOSE NAME IS
GIVEN TO THE COUNTY

fighting, but it should be remembered that Indians in their hunting might get a long way from home. Besides, they were not likely to pay much attention to a boundary unless it was a wide one. This wide boundary (in the northeastern part) was called the "neutral strip"; the Indians while there were not supposed to quarrel. At one time the tribe of Winnebagoes were allowed to live and hunt in this neutral strip; but they were afterward (about 1848) moved to Minnesota.

The Black Hawk purchase of 1832 is readily seen on the map; it was bought at the close of the Black Hawk War which was mentioned in *Book One*. That fifty mile strip along the Mississippi meant about six million acres of land. The Indians got out about 1833, except as shown in the four hundred square miles kept for hunting along the Iowa River and where the village of Chief Keokuk was allowed to stay. In 1836, however, that four hundred square miles of hunting ground also was bought by the government. The Ioway tribe had some claim on that piece, too, and they were to be paid out of the

money which the government had agreed to pay the Sacs and Foxes. All the Indians were to remove from the hunting grounds along the Iowa River by November 1, 1836, and never again should they "plant, fish, or hunt" on this land. We may wonder now



A WICKIUP OF THE SAC AND FOX INDIANS IN
TAMA COUNTY

what white men would have done had they been ordered to keep out in that way. At the time of the removal from the old camp the government agreed to give to the Indians about two hundred horses along with the money which had been promised for the four hundred square miles of land.

The narrow strip of such a queer shape which lies west of the old Black Hawk Purchase was bought in 1837. A million and a quarter acres were then added to the country which the white man might buy. In 1839 it was partly surveyed; the northern half was laid off by a line drawn straight west from a point on the Cedar River not far from the northern boundary of Johnson County. It extended west for twenty-five miles, fifty-one chains, and ten links. From the end of that line another was drawn sixty-nine miles two chains and thirty-two links north, or until it reached the boundary of the Black Hawk Purchase (See the map). That boundary line was then followed toward the southeast for seventy-five miles, fourteen chains and fifty links to the starting place on the Cedar River. In the northern half there were about 544,000 acres. When that part had been surveyed, there was some delay on account of the illness of the surveyor, Mr. Charles Bracken.

In 1838 the Ioway Indians, who seem to have been pushed about everywhere, gave up

their claim against the United States for any land in the Territory of Iowa. Four years after that the Sacs and Foxes did the same thing; but they were not to leave all of the land until 1845. In the western part of the Territory they had been allowed to hunt and fish ever since 1830; and they were now permitted to remain there for three years after 1842 when the last treaty was made with them. But they could not come east of a line drawn north and south through the Painted or Red Rocks on the White Breast fork of the Des Moines River. By the treaty this line was to be so plainly marked that both Indians and white men could understand it; neither of them, it seems, should be allowed to go upon the territory of the other. At the present time the towns of Eldora, Newton and Knoxville will serve very well to mark that boundary line. After three years, of course, it was no longer needed.

Near where Des Moines is now, there was a government agent who distributed among the Sacs and Foxes the goods and money which the United States had promised them.



AN INDIAN MOTHER AND CHILD OF THE SACS AND
FOXES IN TAMA COUNTY

Agents were always kept among the Indians to do this work, and they were moved westward as the land was given up. By the treaty of 1842 the government agreed to provide each of the tribes (the Sacs and Foxes) with a shop and a blacksmith and a gunsmith; but the Indians were to pay the cost of the two shops.

When these Indians had agreed to leave the Iowa hunting grounds in 1845, they were to have a home somewhere on the Missouri River or its branches. To be sure, that was a very uncertain home; and it was not liked by the tribes there when it was found. As was said in *Book One*, some returned and now own their own land in Tama County. For some time the Pottawattamies were allowed to live in the southwestern part of Iowa; their name has been kept in one of the largest counties of this State. The last of the tribes to give up any claim on Iowa was the Sioux, who at that time had only a small portion in the northern and northwestern part. That was in 1851 as the map will show.

Although the Indians had large sums of

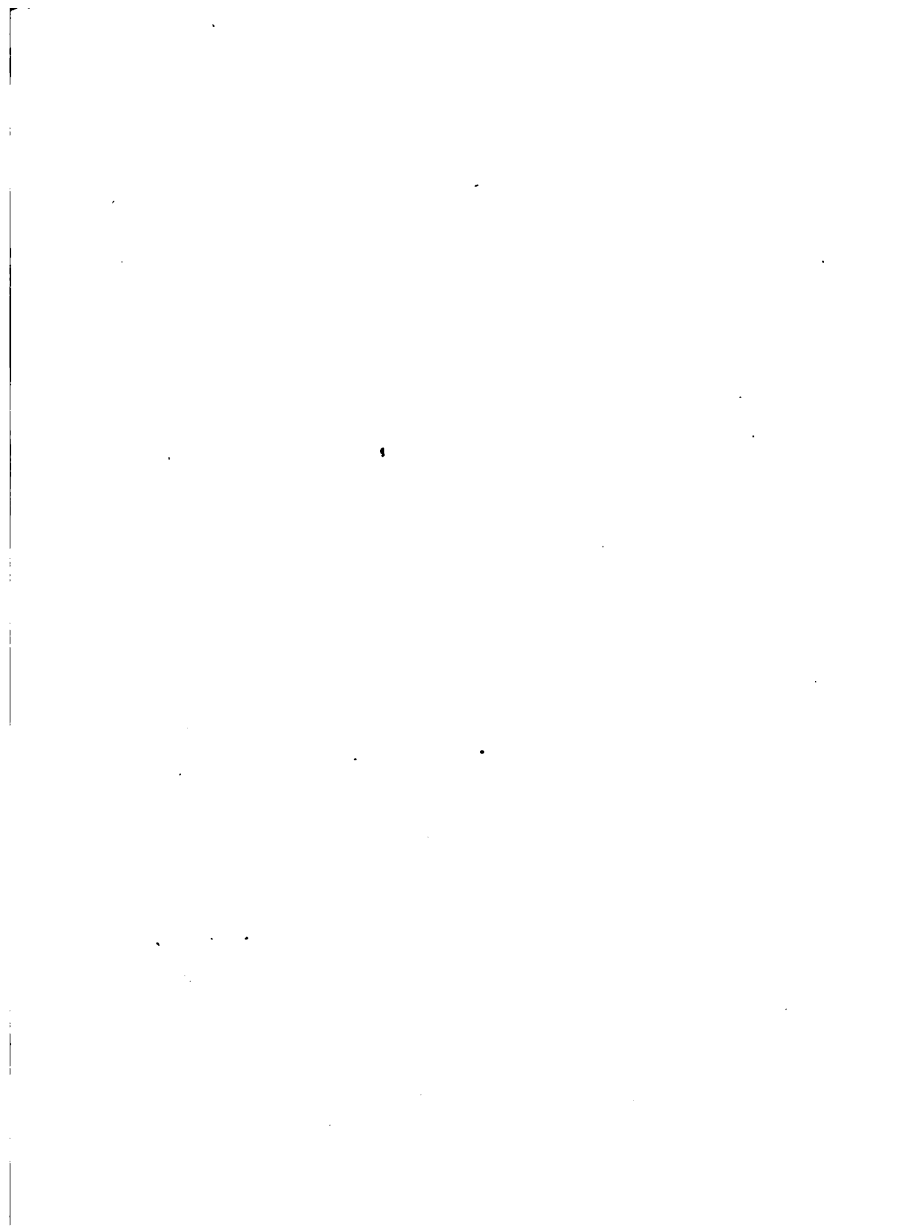
money paid them, the price was very small for the many thousands of acres which they gave up to the United States. Besides, it is well known that a large share of the money paid over went into the pockets of the white men who had sold goods to the Indians. These debts were to be paid out of the sums which the agents of the government were to distribute to the several tribes. When the money was sure to be paid, white men were very ready to get the Indian in debt to them.

The advance of the white man who formed territories, states, counties, and townships; who built roads and bridges, public buildings and railroads; who chose men to govern the towns, the townships, the counties, and the State, could not be stopped by the Indians. The Indian had no such thought; he wanted to be free to roam over a wide land, and to gather his living by hunting wherever he chose. He had certain leaders or chiefs and these had the respect of the tribes. But this kind of government had no capital city; it made no laws which men could read.

The wealth of the redman was found in his

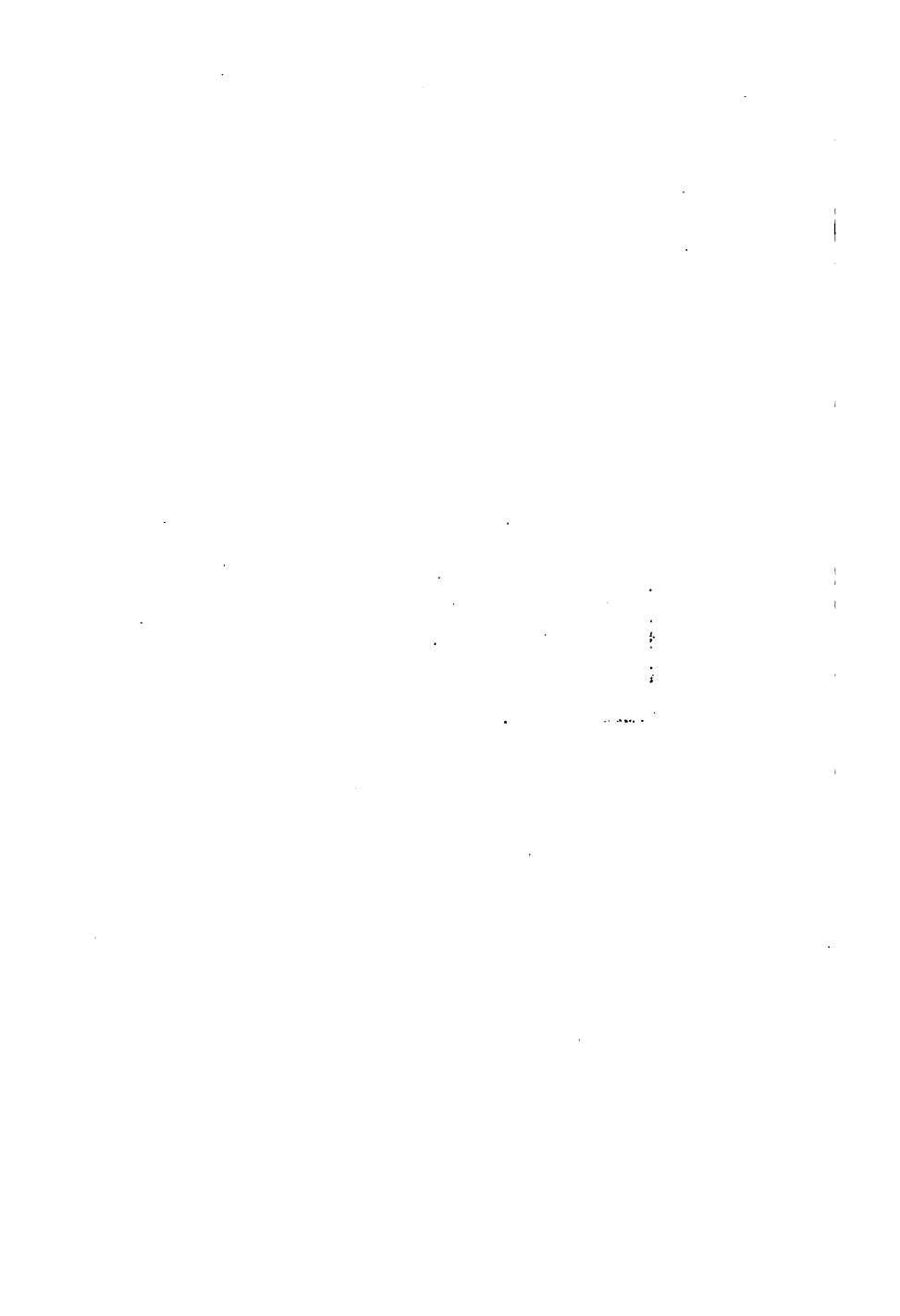
freedom to gather from the streams, the woods, and the prairies all that he really needed. When he grew a little corn his squaw did the work, while the Indian brave prepared his bow and arrows for the next hunt.

The Indian loved his hunting grounds better than a cultivated field. He gave up his claims on the rich land of Iowa, and now many thousands live where hundreds lived before.



1. The first part of the document is a list of the names of the persons who have been appointed to the various offices of the city of New York.

2. The second part of the document is a list of the names of the persons who have been appointed to the various offices of the city of New York.





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